

WIRING DIAGRAMS

CONTENTS

	page		page
8W-01 GENERAL INFORMATION—WIRING DIAGRAMS	8W-01-1	8W-48 HEATED REAR WINDOW	8W-48-1
8W-10 FUSE/FUSE BLOCK	8W-10-1	8W-49 OVERHEAD CONSOLE	8W-49-1
8W-11 POWER DISTRIBUTION	8W-11-1	8W-50 FRONT LIGHTING	8W-50-1
8W-15 GROUND DISTRIBUTION	8W-15-1	8W-51 REAR LIGHTING	8W-51-1
8W-20 CHARGING SYSTEM	8W-20-1	8W-52 TURN SIGNALS	8W-52-1
8W-21 STARTING SYSTEM	8W-21-1	8W-53 WIPERS	8W-53-1
8W-30 FUEL/IGNITION	8W-30-1	8W-54 TRAILER TOW	8W-54-1
8W-31 TRANSMISSION CONTROLS	8W-31-1	8W-60 POWER WINDOWS	8W-60-1
8W-32 ANTI-LOCK BRAKES	8W-32-1	8W-61 POWER DOOR LOCKS	8W-61-1
8W-33 VEHICLE SPEED CONTROL	8W-33-1	8W-62 POWER MIRRORS	8W-62-1
8W-40 INSTRUMENT CLUSTER	8W-40-1	8W-63 POWER SEAT	8W-63-1
8W-41 HORN/CIGAR LIGHTER	8W-41-1	8W-70 SPLICE INFORMATION	8W-70-1
8W-42 AIR CONDITIONING/HEATER	8W-42-1	8W-80 CONNECTOR PIN OUTS	8W-80-1
8W-44 INTERIOR LIGHTING	8W-44-1	8W-90 CONNECTOR LOCATIONS	8W-90-1
8W-47 AUDIO SYSTEM	8W-47-1	8W-95 SPLICE LOCATIONS	8W-95-1

HOW TO USE THIS GROUP

The purpose of this group is to show the electrical circuits in a clear, simple fashion and to make troubleshooting easier. Components that work together are shown together. All electrical components used in a specific system are shown on one diagram. The feed for a system is shown at the top of the page. All wires, connectors, splices, and components are shown in the flow of current to the bottom of the page. Wiring which is not part of the circuit represented is referenced to another page/section, where the complete circuit is shown. In addition, all switches, components, and modules are shown in the **at rest position with the doors closed and the key removed from the ignition**.

If a component is part of several different circuits, it is shown in the diagram for each. For example, the headlamp switch is the main part of the exterior lighting, but it also affects the interior lighting and the chime warning system.

It is important to realize that no attempt is made on the diagrams to represent components and wiring as they appear on the vehicle. For example, a short piece of wire is treated the same as a long one. In addition, switches and other components are shown as simply as possible, with regard to function only.

The wiring diagram show circuits for all wheel-bases. If there is a difference in systems or components between wheel-bases, an identifier is placed next to the component.

SECTION IDENTIFICATION

Sections in Group 8W are organized by sub-systems. The sections contain circuit operation descriptions, helpful information, and system diagrams. The intention is to organize information by system, consistently from year to year.

CONNECTOR LOCATIONS

Section 8W-90 contains Connector Location illustrations. The illustrations contain the connector number and component identification. Connector Location charts in Section 8W-90 reference the illustration number for components and connectors.

Section 8W-80 shows each connector and the circuits involved with that connector. The connectors are identified using the number on the Diagram pages.

SPLICE LOCATIONS

Splice Location charts in Section 8W-70 show the entire splice, and provide references to other sections the splice serves.

Section 8W-95 contains illustrations that show the general location of the splices in each harness. The illustrations show the splice by number, and provide a written location.

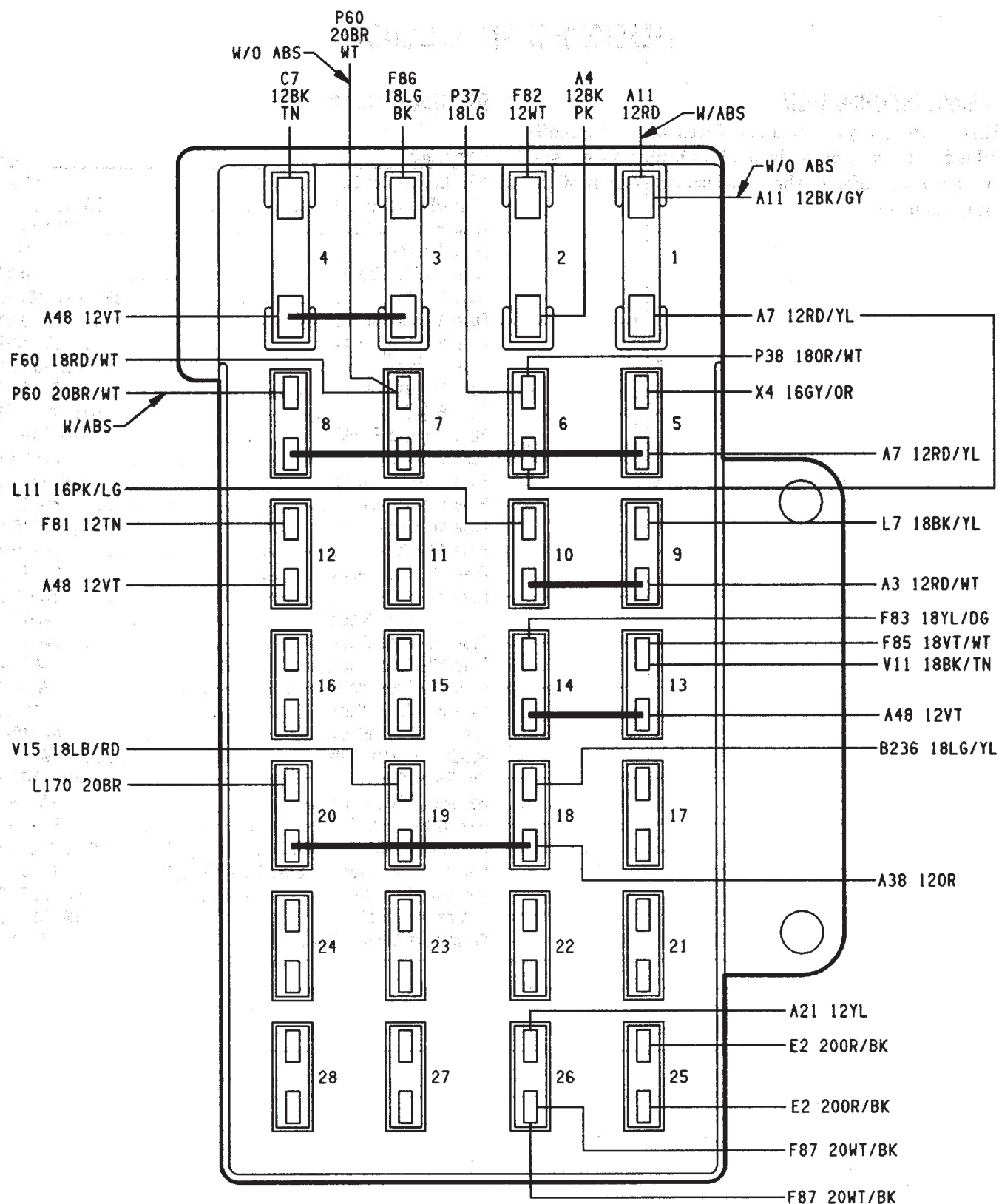
FUSE/FUSE BLOCK

GENERAL INFORMATION

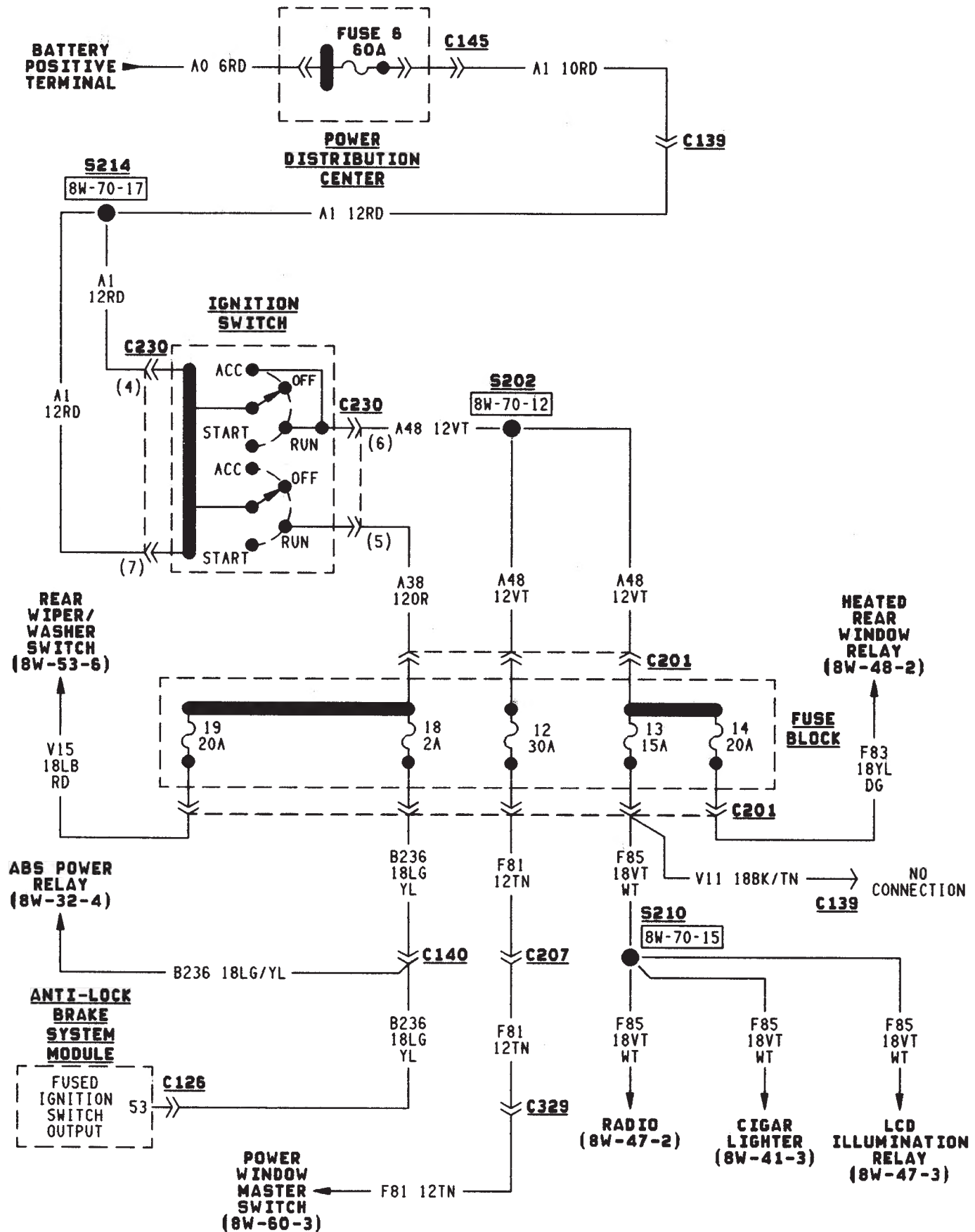
This section covers the Fuse Block and all circuits involved with it. For additional information on system operation, refer to the appropriate section of the wiring diagrams.

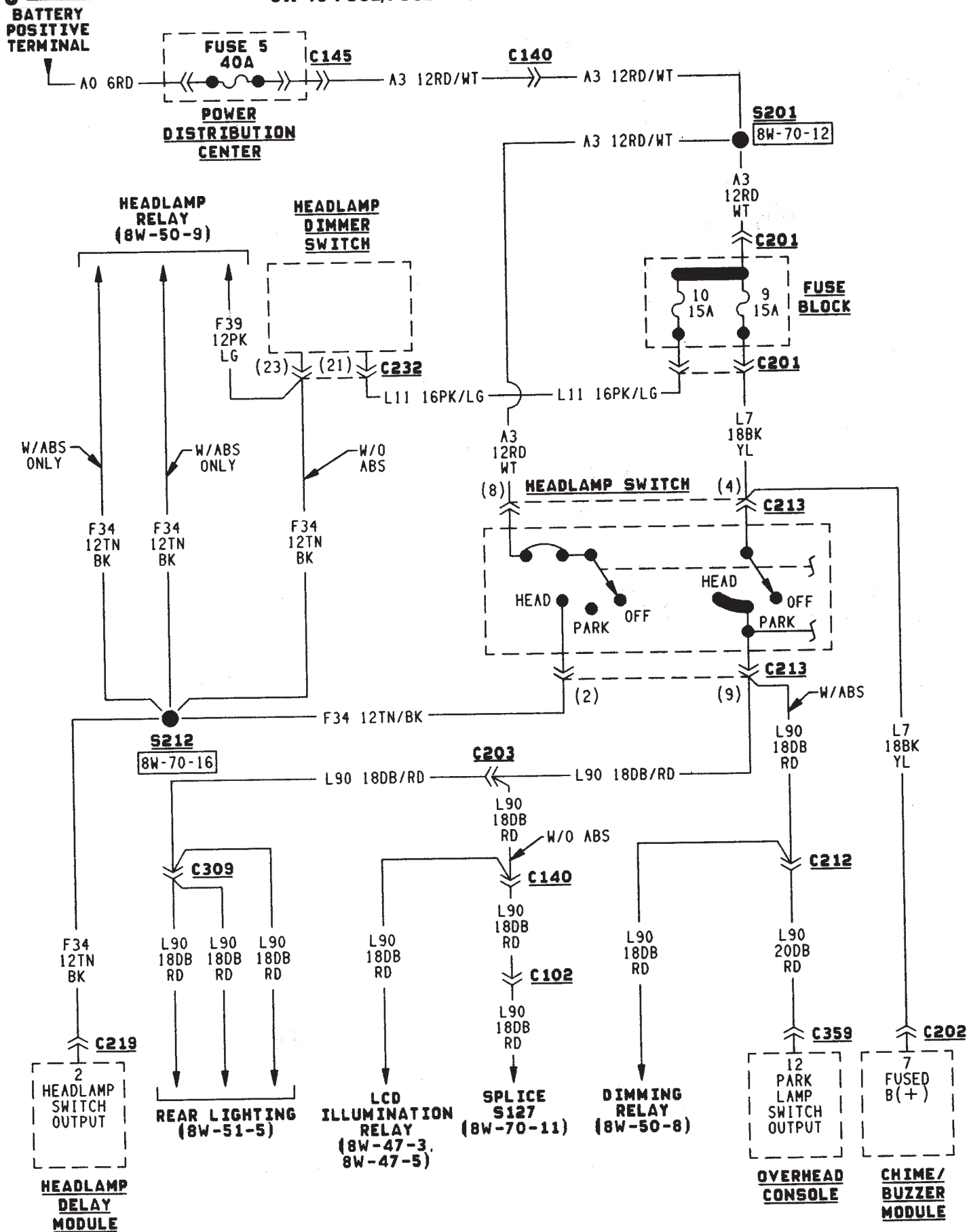
DIAGRAM INDEX

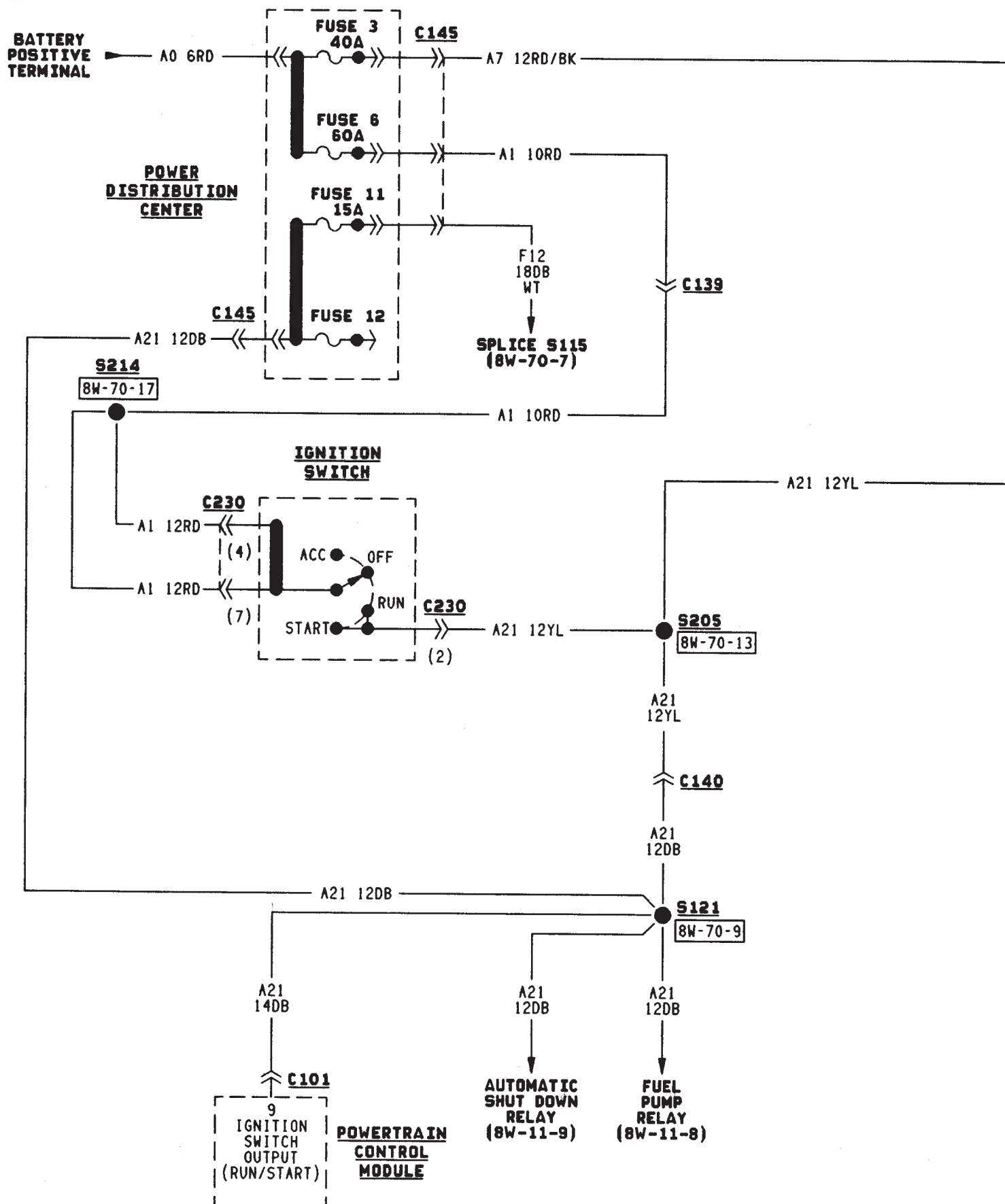
Component	Page
ABS Control Module	8W-10-4
Chime/Buzzer Module	8W-10-5, 7, 8
Fuse Block	8W-10-2, 3
Fuse 1 (Fuse Block)	8W-10-10
Fuse 3 (Fuse Block)	8W-10-11
Fuse 3 (PDC)	8W-10-6, 10, 12
Fuse 4 (Fuse Block)	8W-10-11
Fuse 5 (Fuse Block)	8W-10-7
Fuse 5 (PDC)	8W-10-5, 8
Fuse 6 (Fuse Block)	8W-10-7
Fuse 6 (PDC)	8W-10-4, 6, 11
Fuse 7 (Fuse Block)	8W-10-12
Fuse 7 (PDC)	8W-10-8
Fuse 8 (Fuse Block)	8W-10-12
Fuse 9 (Fuse Block)	8W-10-5
Fuse 10 (Fuse Block)	8W-10-5
Fuse 11 (PDC)	8W-10-6
Fuse 12 (Fuse Block)	8W-10-4
Fuse 12 (PDC)	8W-10-6
Fuse 13 (Fuse Block)	8W-10-4
Fuse 14 (Fuse Block)	8W-10-4
Fuse 18 (Fuse Block)	8W-10-4
Fuse 19 (Fuse Block)	8W-10-4
Fuse 20 (Fuse Block)	8W-10-11
Fuse 26 (Fuse Block)	8W-10-7
Headlamp Delay Relay	8W-10-5
Headlamp Switch	8W-10-5, 8
Headlamp Delay Module	8W-10-7
Heated Rear Window	8W-10-8
Ignition Switch	8W-10-4, 6, 11
In-Line Circuit Breaker (Stop Lamp Relay)	8W-10-10
Instrument Cluster	8W-10-7, 9
Overhead Console	8W-10-5, 7
Powertrain Control Module	8W-10-6

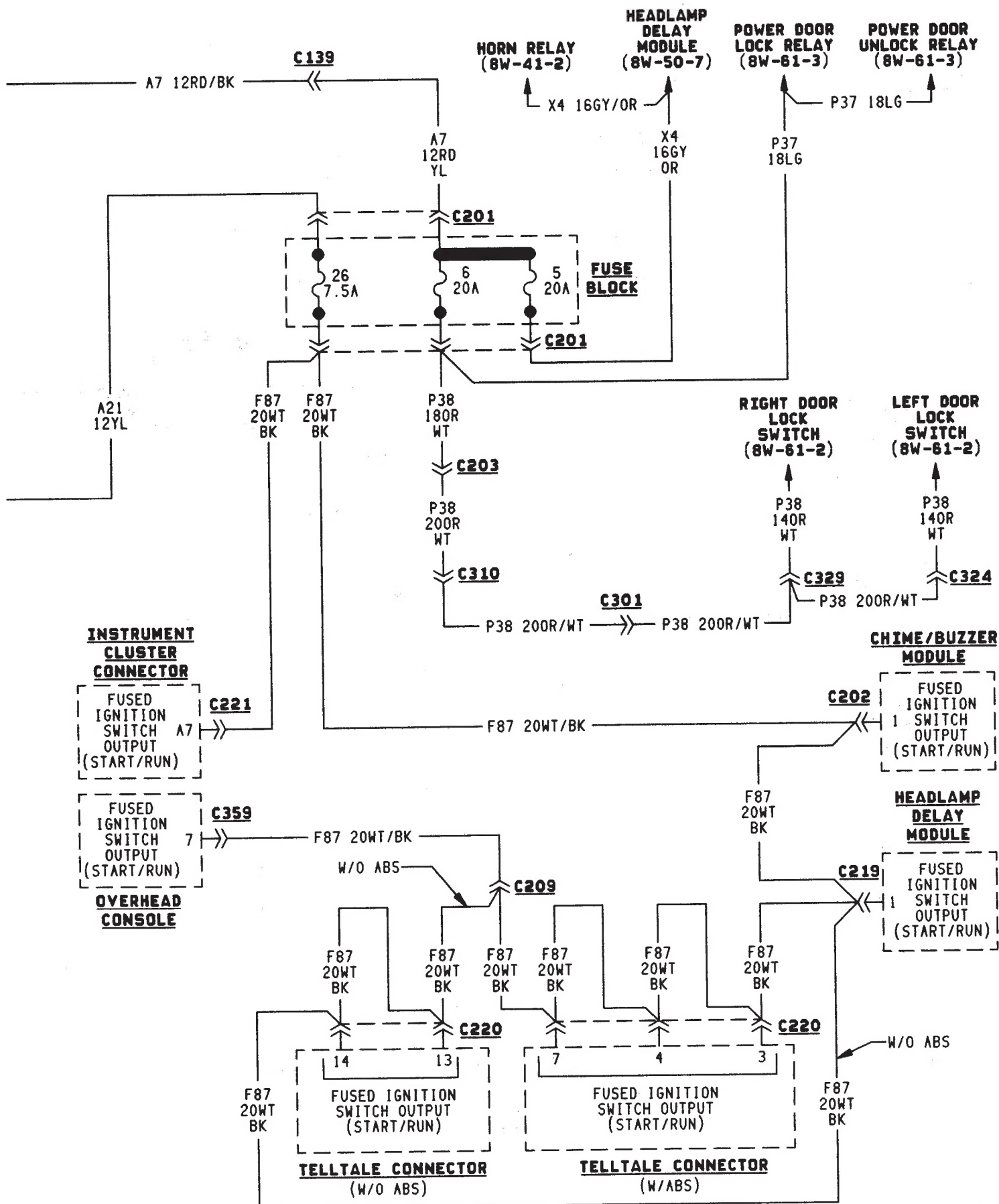


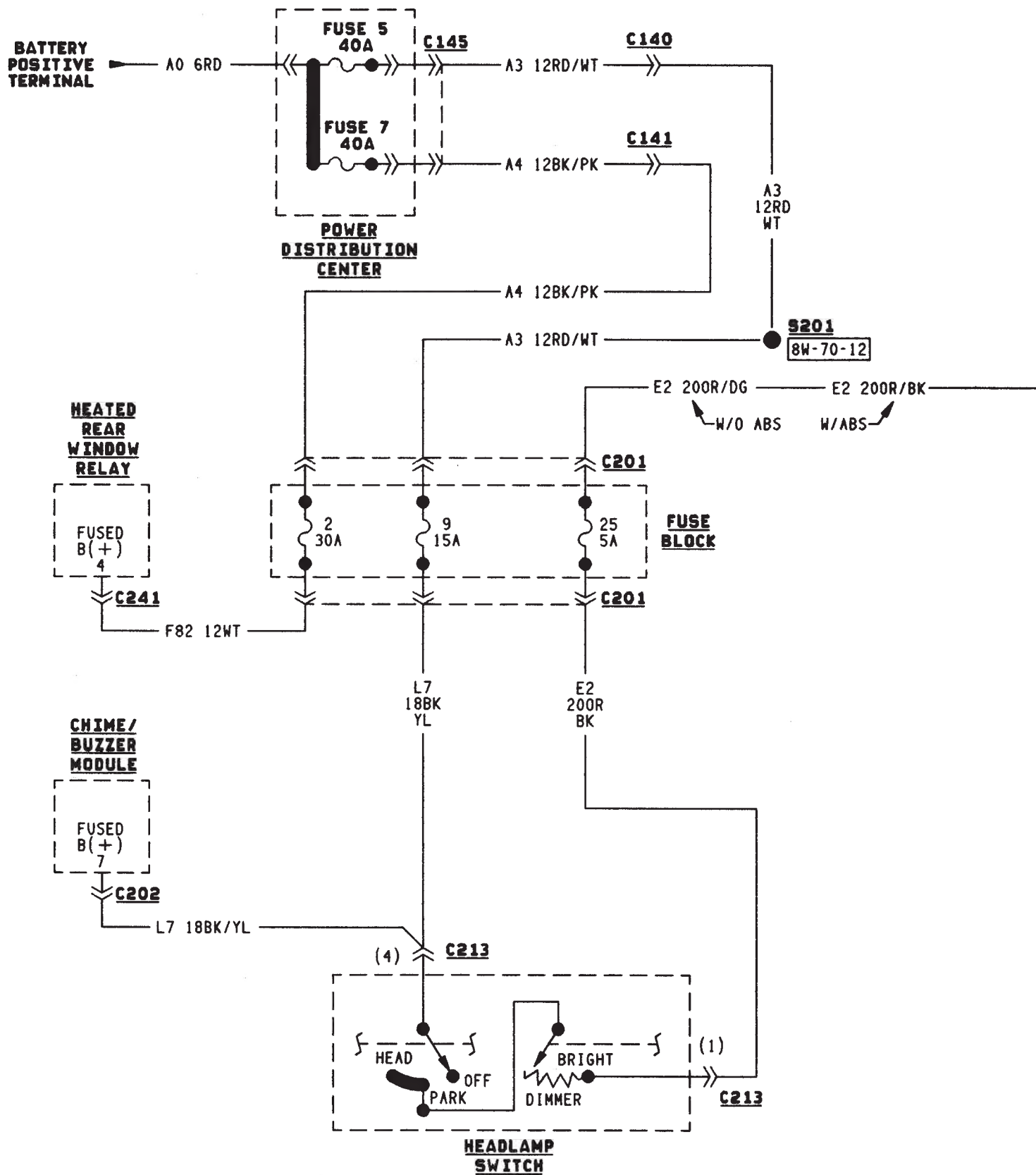
FUSE NUMBER	AMPS	COLOR	SHEET
1	30	C.B.	8W-10-10
2	30	GREEN	8W-10-8
3	5	TAN	8W-10-11
4	30	GREEN	8W-10-11
5	20	YELLOW	8W-10-7
6	20	YELLOW	8W-10-7
7	10	RED	8W-10-12
8	10	RED	8W-10-12
9	15	LT BLUE	8W-10-5, 8W-10-8
10	15	LT BLUE	8W-10-5
11	—	—	—
12	30	GREEN	8W-10-4
13	15	LT BLUE	8W-10-4
14	20	YELLOW	8W-10-4
15	—	—	—
16	—	—	—
17	—	—	—
18	2	PINK	8W-10-4
19	20	YELLOW	8W-10-4
20	7.5	BROWN	8W-10-11
21	—	—	—
22	—	—	—
23	—	—	—
24	—	—	—
25	5	TAN	8W-10-8
26	7.5	BROWN	8W-10-7
27	—	—	—
28	—	—	—



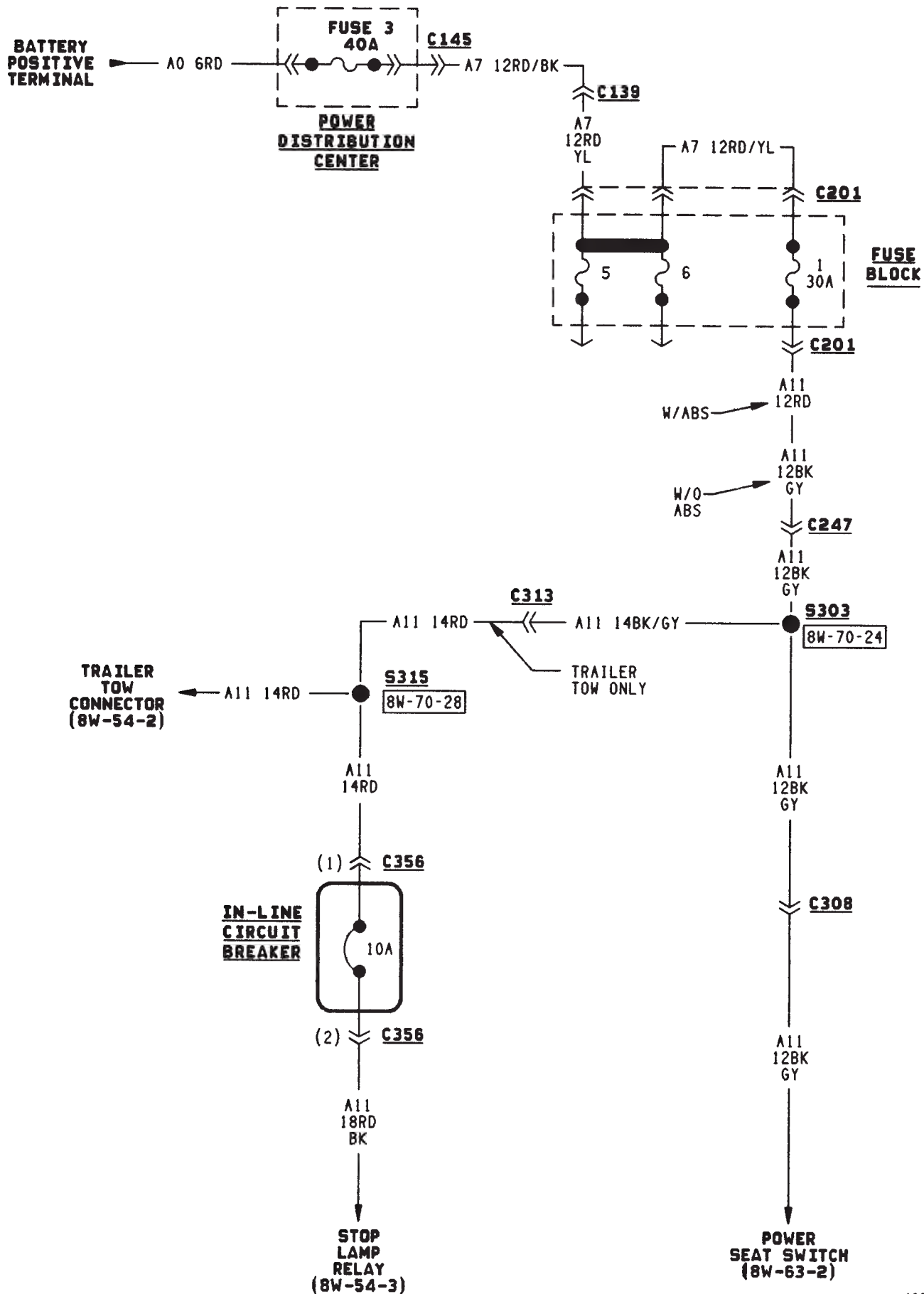




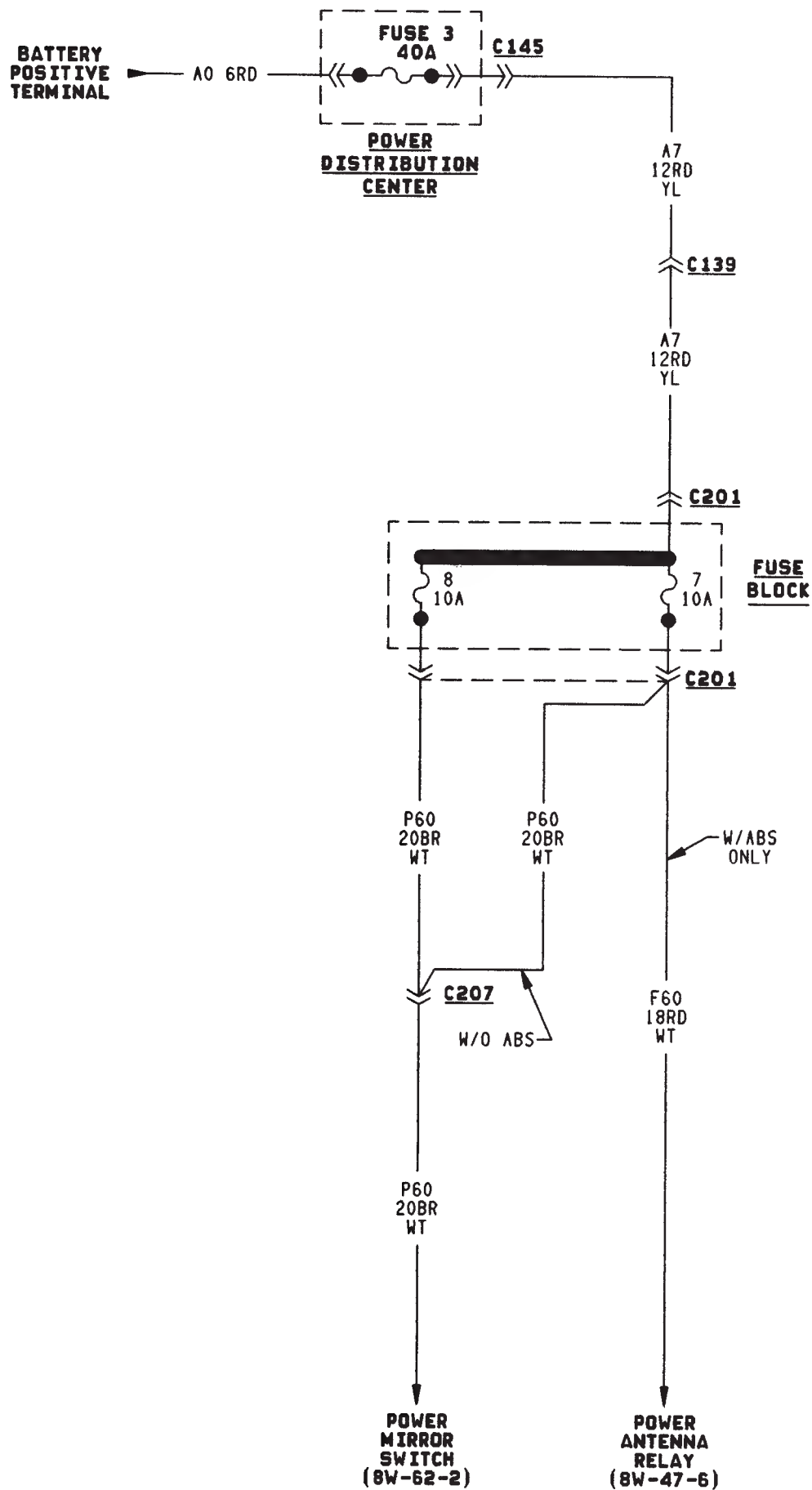












POWER DISTRIBUTION

GENERAL INFORMATION

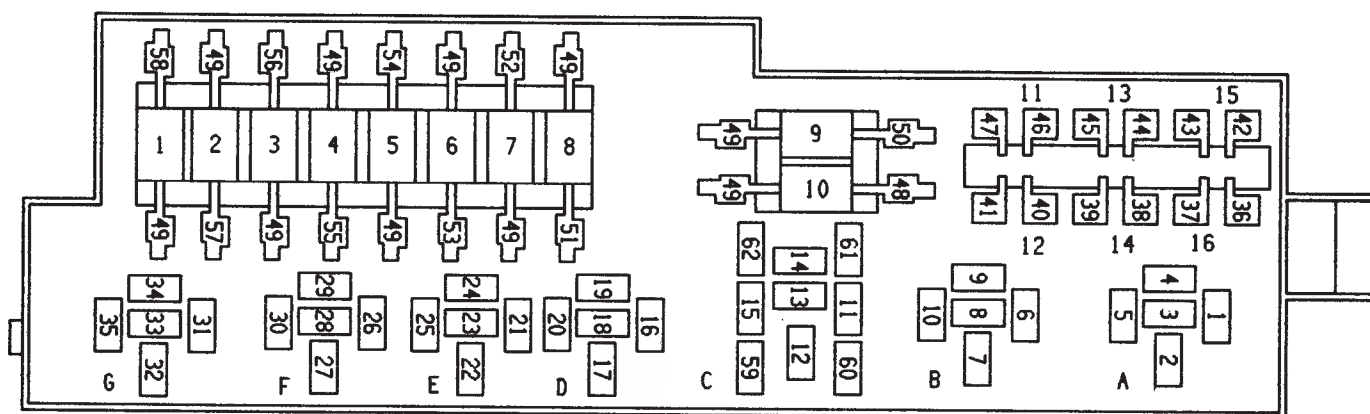
This section covers the Power Distribution Center (PDC) and all circuits involved with it. For additional information on system operation, refer to the appropriate section of the wiring diagrams.

DIAGRAM INDEX

Component	Page
A/C Compressor Clutch Relay	8W-11-3, 11
ABS Control Module	8W-11-6, 7
ABS Power Relay	8W-11-3, 6
ABS Pump Motor Relay	8W-11-3, 7
Automatic Shut Down Relay	8W-11-3, 9
Chime/Buzzer Module	8W-11-5, 10
Dimming Relay	8W-11-16
Engine Starter Motor Relay	8W-11-3, 4
Fuel Pump Relay	8W-11-3, 8
Fuse 1 (Fuse Block)	8W-11-13
Fuse 1 (PDC)	8W-11-13
Fuse 2 (Fuse Block)	8W-11-4
Fuse 2 (PDC)	8W-11-8
Fuse 3 (PDC)	8W-11-12
Fuse 4 (PDC)	8W-11-14
Fuse 5 (PDC)	8W-11-5
Fuse 6 (PDC)	8W-11-4, 7, 10, 14
Fuse 7 (PDC)	8W-11-4
Fuse 8 (Fuse Block)	8W-11-7
Fuse 8 (PDC)	8W-11-7
Fuse 9 (Fuse Block)	8W-11-5
Fuse 9 (PDC)	8W-11-13
Fuse 10 (Fuse Block)	8W-11-5
Fuse 11 (PDC)	8W-11-10
Fuse 12 (PDC)	8W-11-14

Component	Page
Fuse 13 (PDC)	8W-11-4
Fuse 14 (PDC)	8W-11-8
Fuse 15 (PDC)	8W-11-8
Fuse 16 (PDC)	8W-11-12
Fuse 26 (Fuse Block)	8W-11-10
Headlamp Delay Module	8W-11-10
Headlamp Delay Relay	8W-11-5
Headlamp Relay	8W-11-16
Headlamp Switch	8W-11-5
Heated Rear Window Relay	8W-11-17
Horn Relay	8W-11-16
Ignition Switch	8W-11-4, 7, 14
In-Line Circuit Breaker (Stop Lamp Relay)	8W-11-13
LCD Illumination Relay	8W-11-16
Overhead Console	8W-11-5, 10
Power Antenna Relay	8W-11-17
Power Distribution Center	8W-11-2
Power Door Unlock Relay	8W-11-15
Power Door Lock Relay	8W-11-15
Powertrain Control Module	8W-11-4, 8, 9, 11
Radiator Fan Control Relay	8W-11-3, 11
Relay Center	8W-11-15
Telltale Connector (Instrument Cluster)	8W-11-6, 10
Transmission Control Module	8W-11-8, 14
Turn Signal Relay	8W-11-17

C145



POWER DISTRIBUTION CENTER

FUSE	FUSED CIRCUIT	FEED CIRCUIT	AMPS	SHEET
1	A11 10BK/GY	A0 6RD	60	8W-11-13
2	A14 14RD/WT (2)		30	8W-11-8
3	A7 12RD/BK (2)		40	8W-11-12
4	L9 18BK/WT		20	8W-11-14
5	A3 12RD/WT		40	8W-11-5
6	A1 10RD		60	8W-11-4 8W-11-7 8W-11-10 8W-11-14
7	A4 12BK/PK (2)		40	8W-11-4
8	A10 12RD/DG		40	8W-11-7
9	A11 10BK/GY		60	8W-11-13
10	A20 14RD/DB		30	8W-11-6
11	F12 18DB/WT	A21 12DB	15	8W-11-10
12	T17 18YL (2)		10	8W-11-14
13	F39 18PK/LG (2)	A4 14BK/PK	15	8W-11-4
14	A18 18RD/BK	A14 14RD/WT	20	8W-11-8
15	F141 16LG/RD	A14 14RD/WT	20	8W-11-8
16	A7 14RD/BK A7 18RD/BK	A7 12RD/BK	20	8W-11-12

(2)-TWO WIRES

A
RADIATOR FAN
CONTROL RELAY

CAV	CIRCUIT	FUNCTION	SHEET
1	F12 18DB/WT	FUSED IGNITION SWITCH OUTPUT	8W-11-11
2	F141 16LG/RD	FUSED B(+)	8W-11-11
4	C25 16LG	RADIATOR FAN RELAY OUTPUT	8W-11-11
5	C27 20DB/PK	RADIATOR FAN RELAY CONTROL	8W-11-11

B
FUEL PUMP
RELAY

CAV	CIRCUIT	FUNCTION	SHEET
6	A21 12DB	IGNITION SWITCH OUTPUT (RUN/START)	8W-11-8
7	A14 14RD/WT	FUSED B(+)	8W-11-8
9	A141 14DG/WT	FUEL PUMP RELAY OUTPUT	8W-11-8
9	A141 14DG/WT	FUEL PUMP RELAY OUTPUT	8W-11-8
10	K51 20DB/YL	ASD RELAY CONTROL	8W-11-8
10	K51 20DB/YL	ASD RELAY CONTROL	8W-11-8

C
ABS PUMP
MOTOR RELAY

CAV	CIRCUIT	FUNCTION	SHEET
11	B116 18GY	ABS PUMP MOTOR RELAY CONTROL	8W-11-7
12	A10 12RD/DG	FUSED B(+)	8W-11-7
14	B233 12TN/BK	ABS PUMP/MOTOR RELAY OUTPUT	8W-11-7
15	B235 14GY/YL	ABS POWER RELAY OUTPUT	8W-11-7
60	Z12 14BK/TN	GROUND	8W-11-7

D
A/C COMPRESSOR
CLUTCH RELAY

CAV	CIRCUIT	FUNCTION	SHEET
16	F12 18DB/WT	FUSED IGNITION SWITCH OUTPUT	8W-11-11
17	C90 16LG	A/C PRESSURE SWITCH OUTPUT	8W-11-11
19	C3 14DB/BK	A/C CMP CLUTCH RELAY OUTPUT	8W-11-11
20	C13 20DB/OR	A/C CMP CLUTCH RELAY CONTROL	8W-11-11

E
AUTOMATIC SHUT
DOWN RELAY

CAV	CIRCUIT	FUNCTION	SHEET
21	A21 12DB	IGNITION SWITCH OUTPUT (RUN/START)	8W-11-9
22	A18 18RD/BK	FUSED B(+)	8W-11-9
24	A142 14DG/OR	ASD RELAY OUTPUT	8W-11-9
25	K51 20DB/YL	ASD RELAY CONTROL	8W-11-9

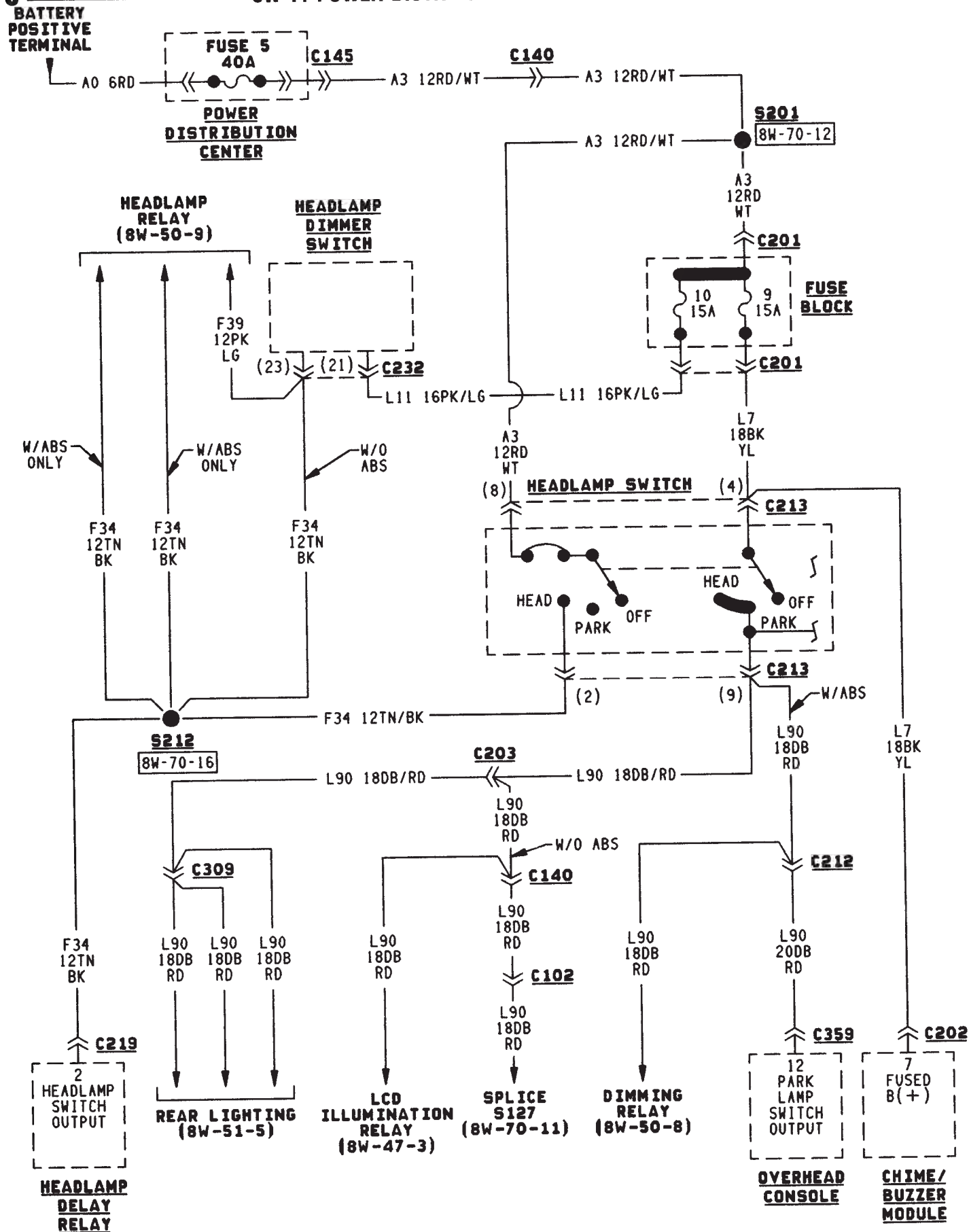
F
ENGINE STARTER
RELAY

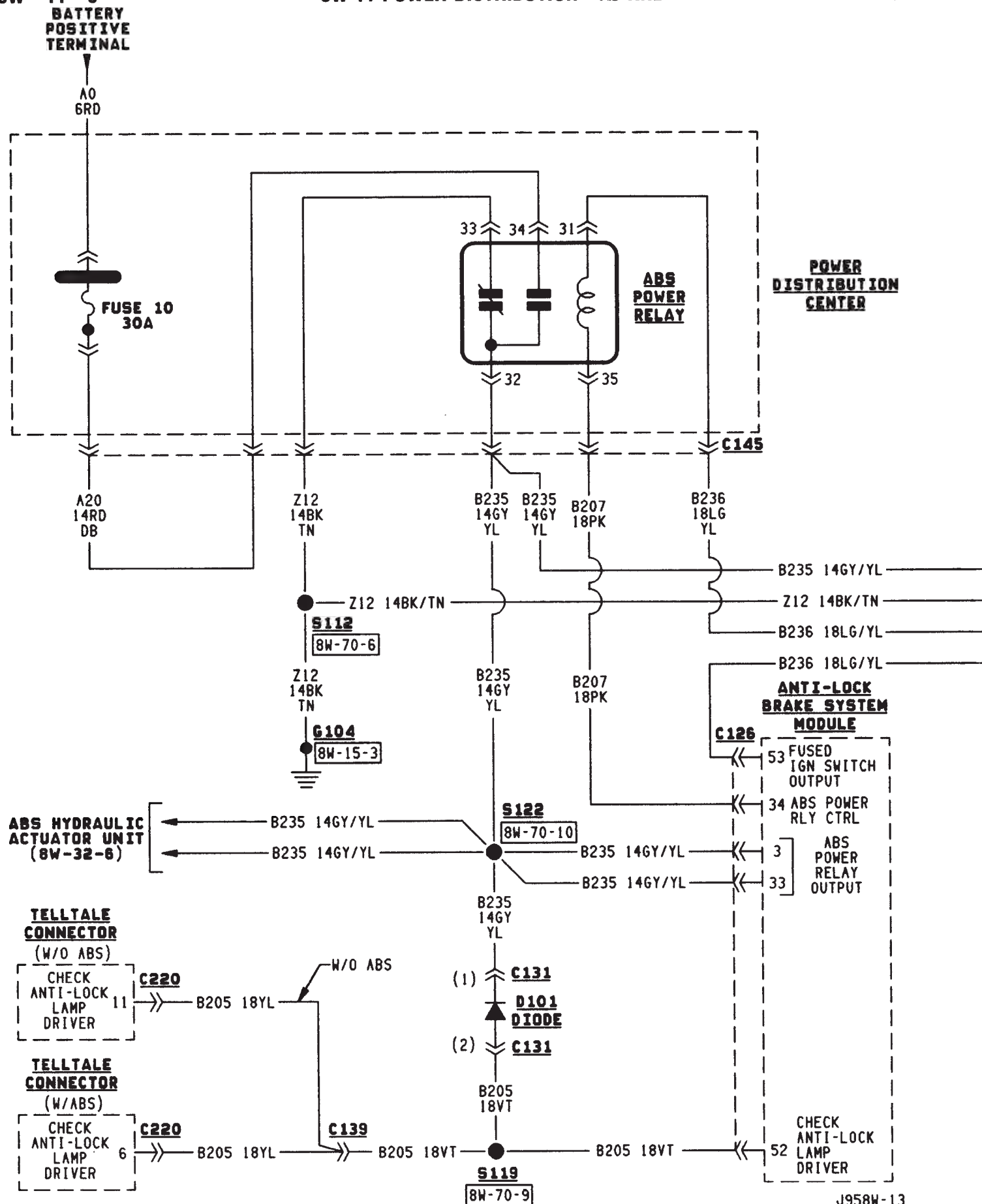
CAV	CIRCUIT	FUNCTION	SHEET
26	A41 14YL	IGNITION SWITCH OUTPUT (START)	8W-11-4
27	A4 14BK/PK	FUSED B(+)	8W-11-4
27	A4 14BK/PK	FUSED B(+)	8W-11-4
29	T40 14BR	ENGINE STARTER MOTOR RELAY OUTPUT	8W-11-4
30	T41 18BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE	8W-11-4
30	T41 18BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE	8W-11-4

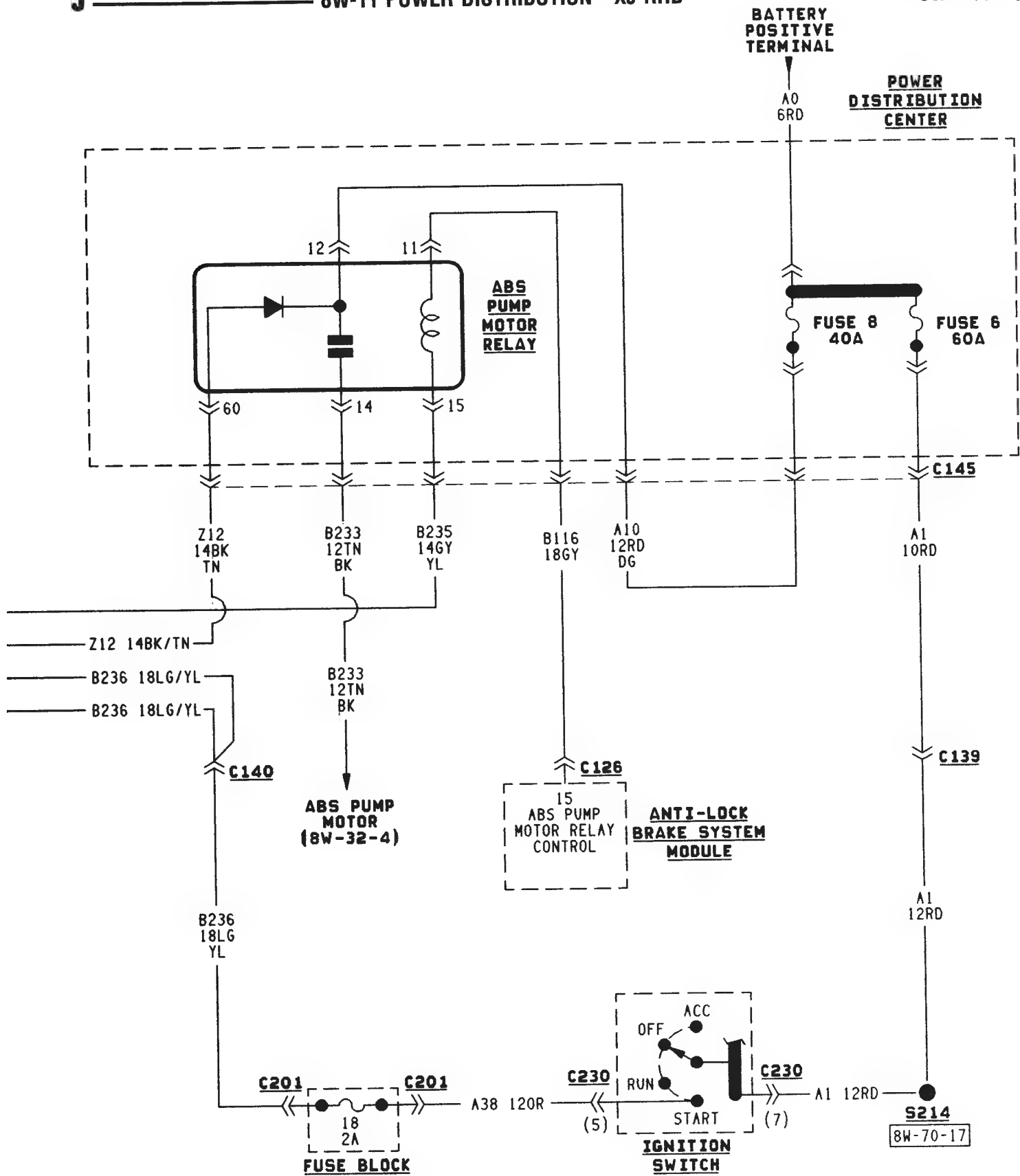
G
ABS POWER
RELAY

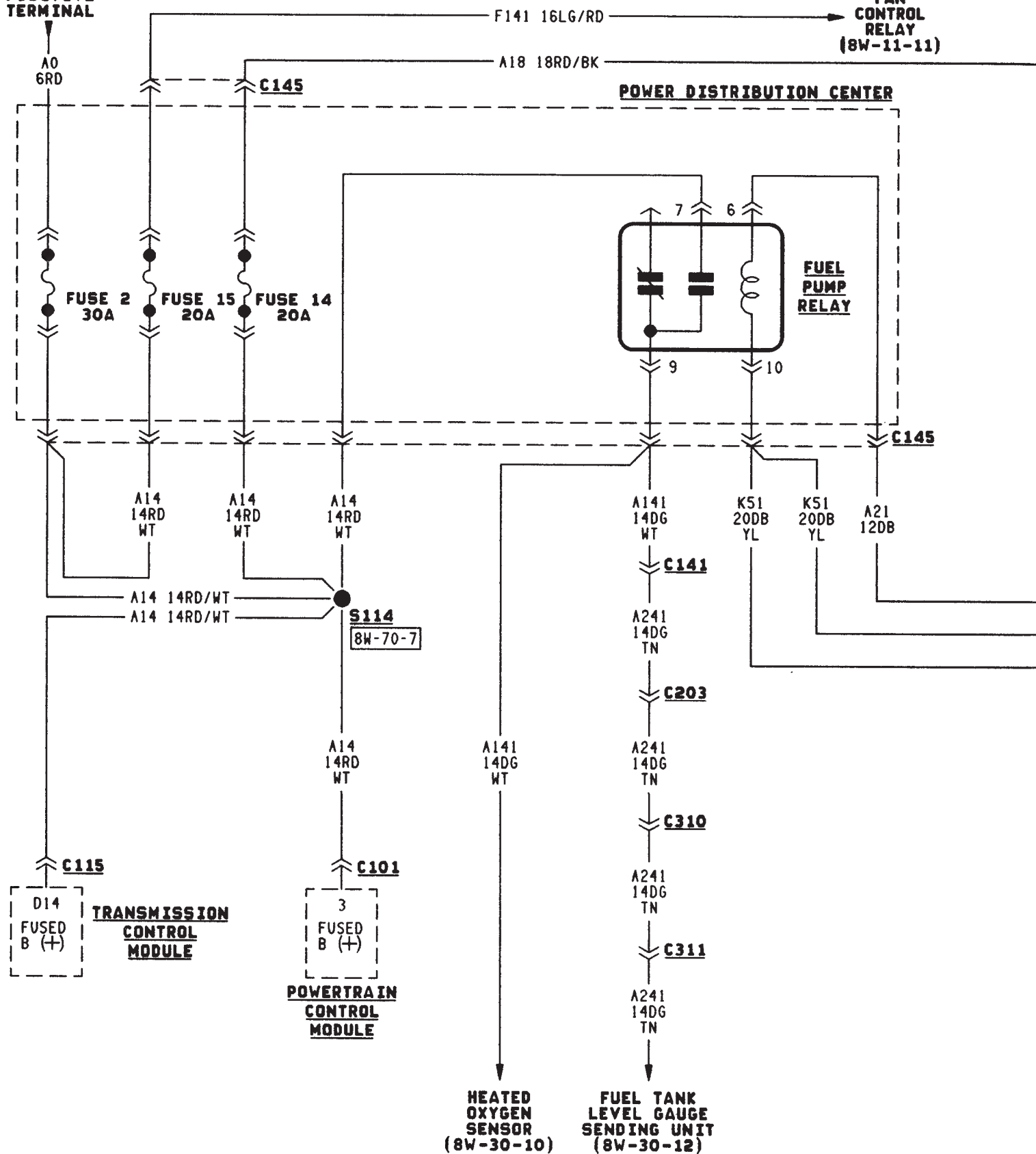
CAV	CIRCUIT	FUNCTION	SHEET
31	B236 18LG/YL	FUSED IGNITION SWITCH OUTPUT	8W-11-6
32	B235 14GY/YL	ABS POWER RELAY OUTPUT	8W-11-6
32	B235 14GY/YL	ABS POWER RELAY OUTPUT	8W-11-6
33	Z12 12BK/TN	GROUND	8W-11-6
34	A20 14RD/DB	FUSED B(+)	8W-11-6
35	B207 18PK	ABS POWER RELAY CONTROL	8W-11-6

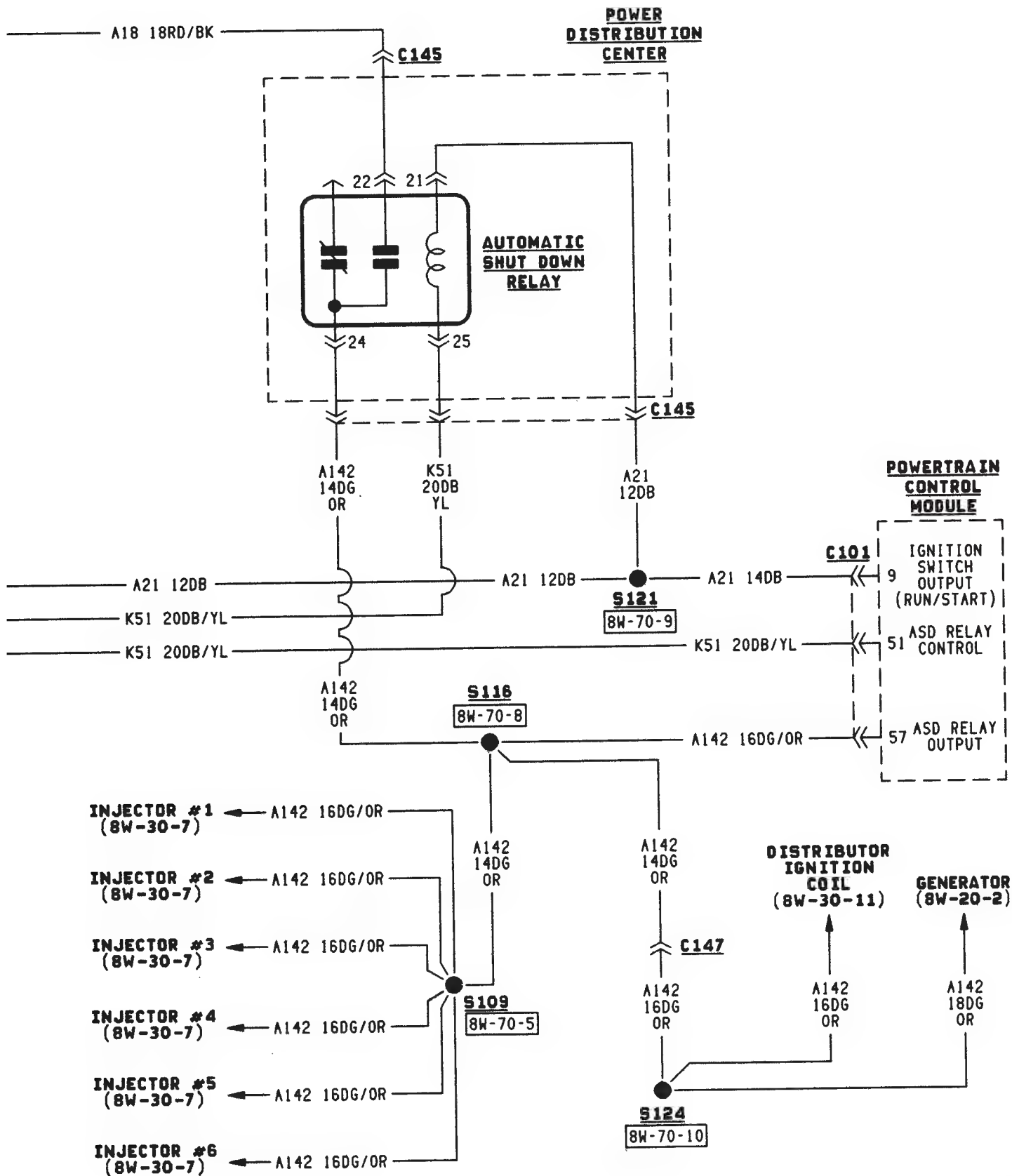




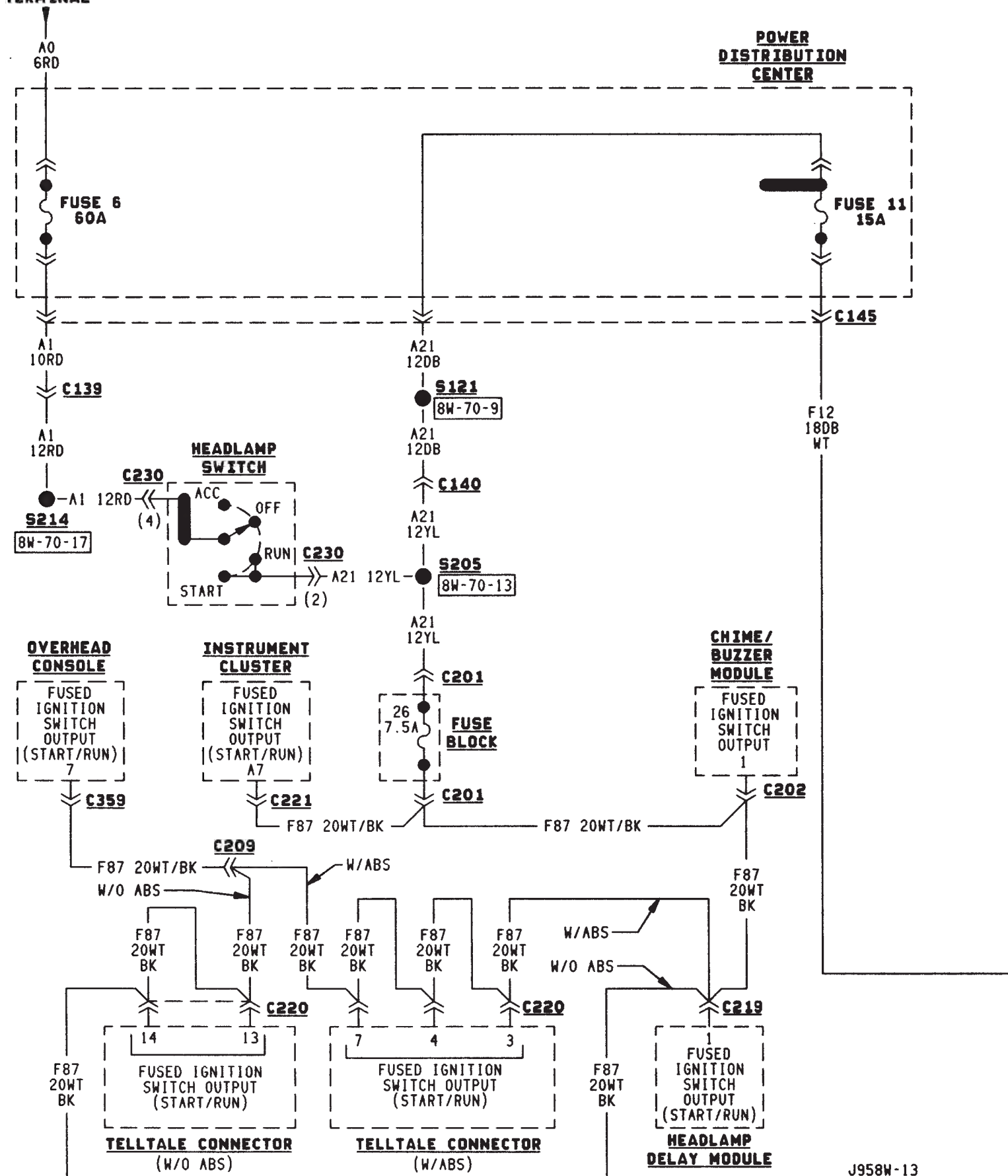


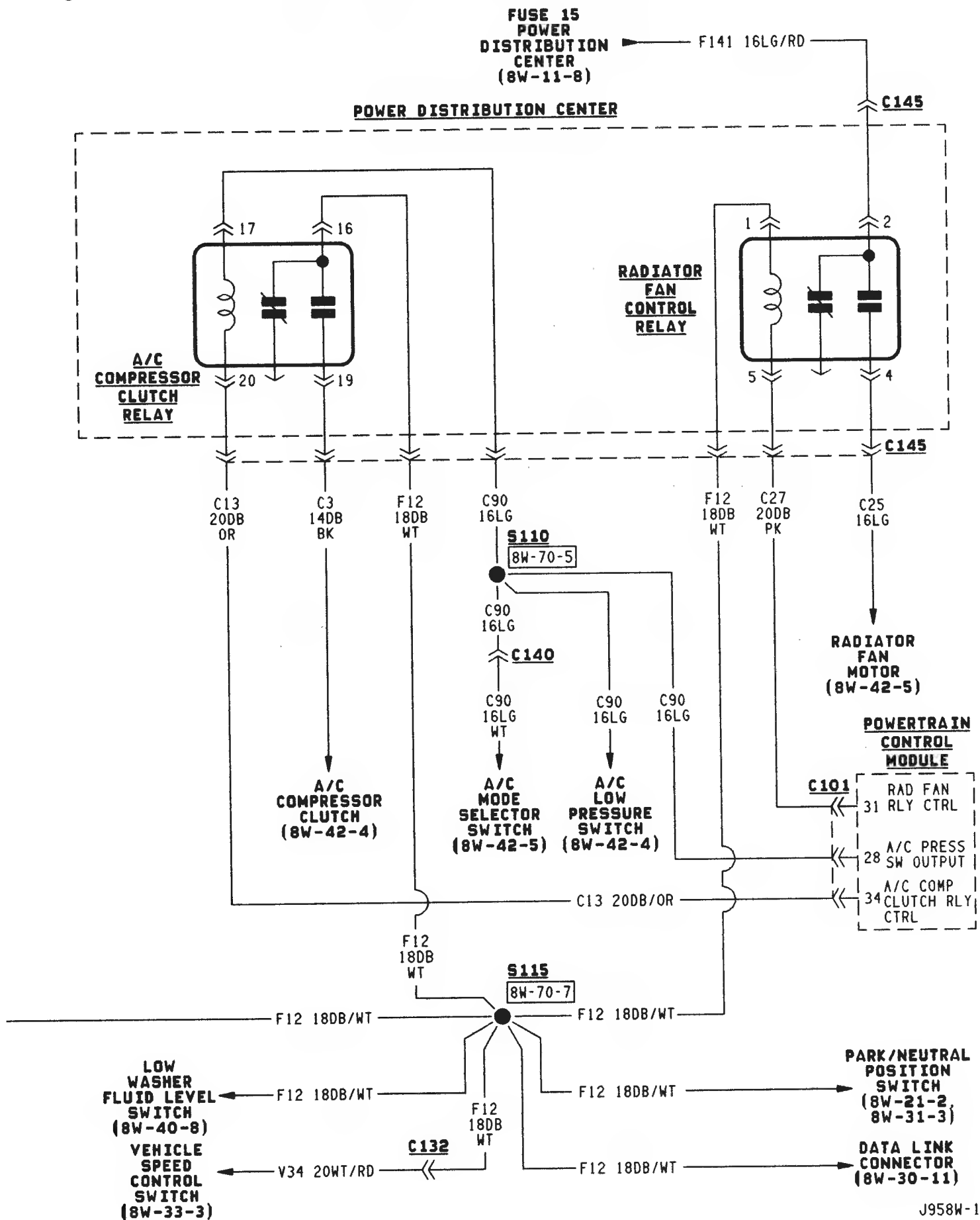


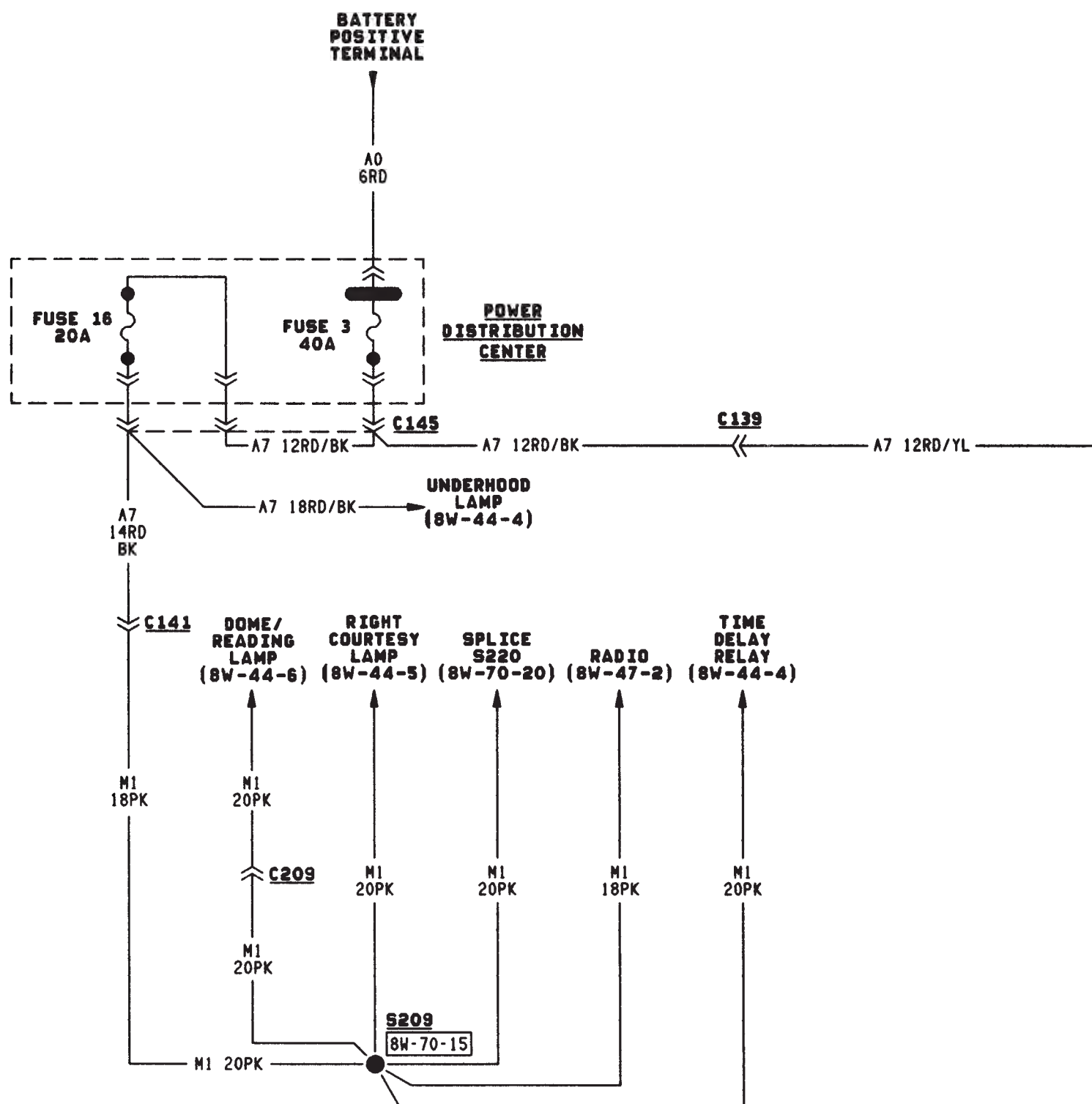
BATTERY
POSITIVE
TERMINALRADIATOR
FAN
CONTROL
RELAY
(8W-11-11)

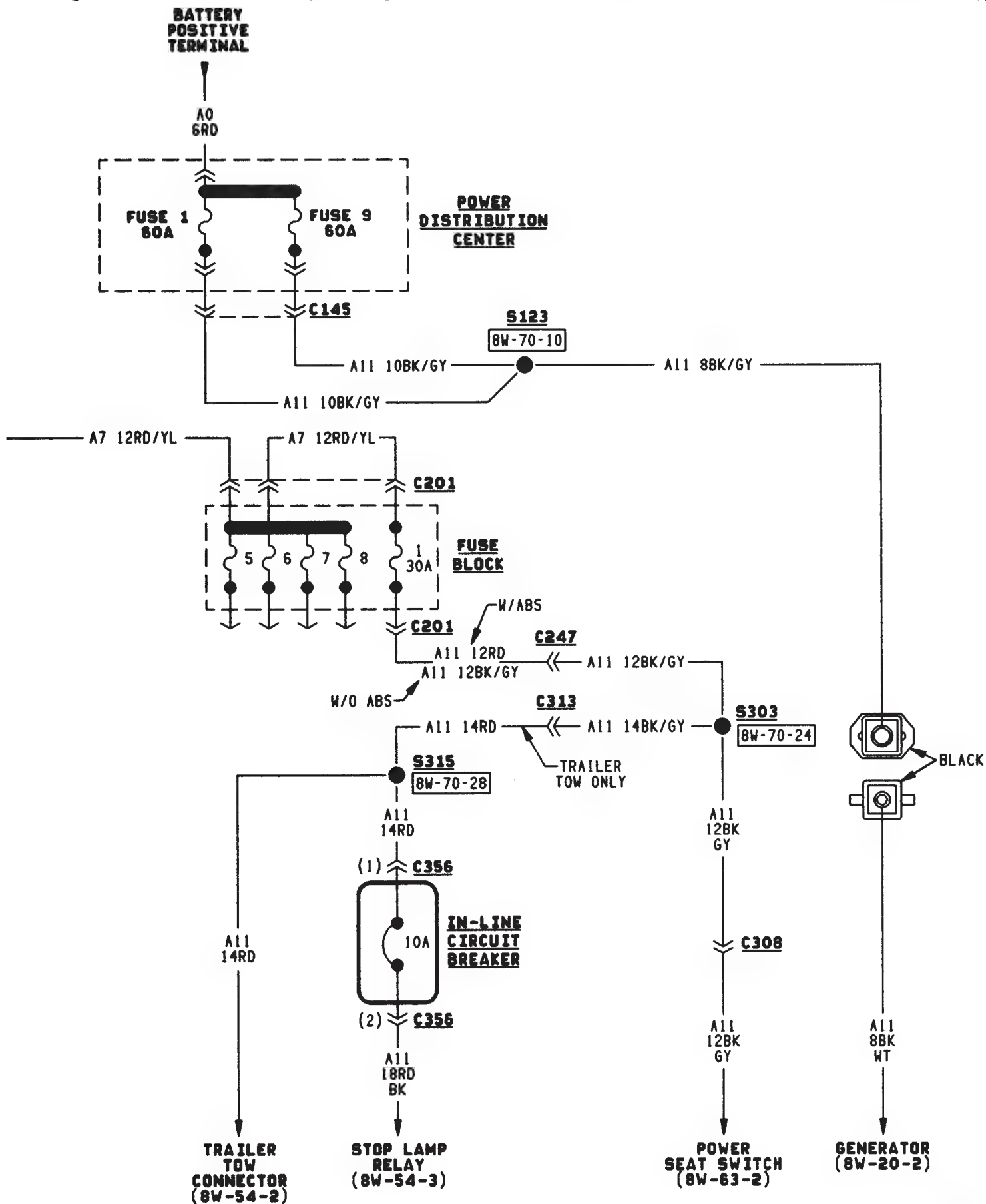


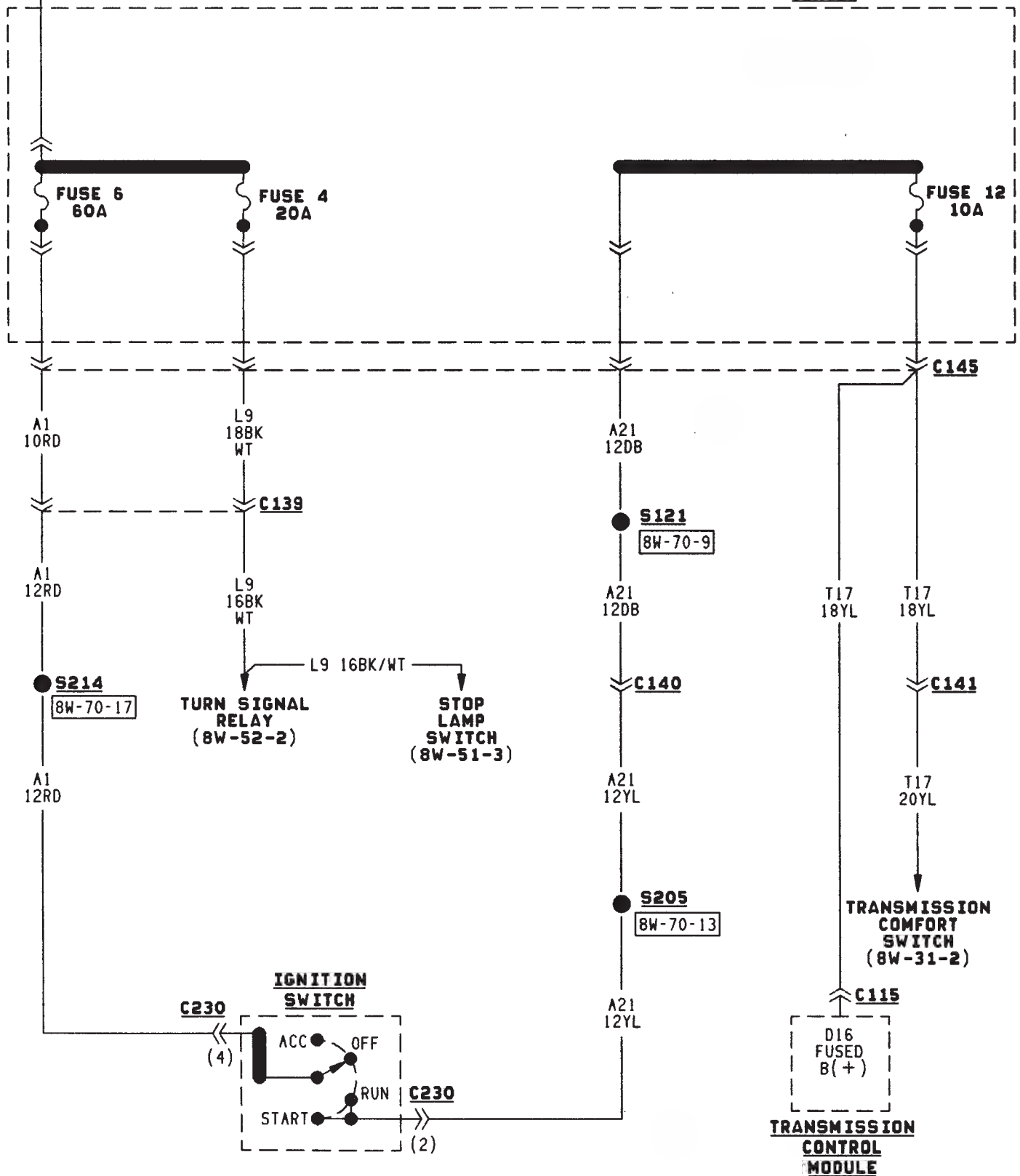
BATTERY
POSITIVE
TERMINAL





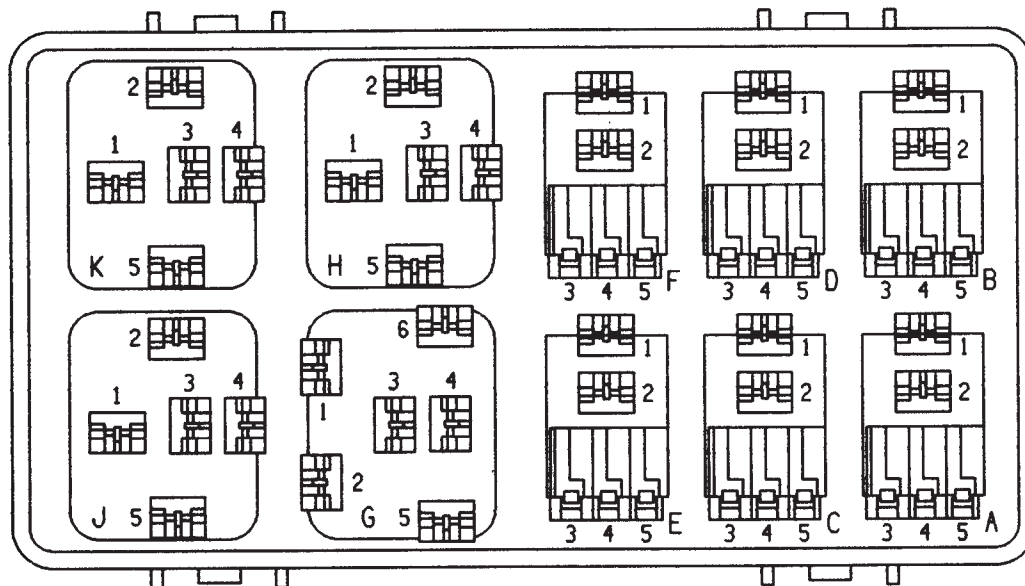




BATTERY
POSITIVE
TERMINALPOWER
DISTRIBUTION
CENTER

RELAY CENTER

C241



POWER DOOR
LOCK RELAY
(8W-61-3)

CAV	CIRCUIT	FUNCTION
A1	P2 18BK/WT	DOOR LOCK RELAY OUTPUT
A2	P37 18LG	FUSED B(+)
A2	P37 18LG	FUSED B(+)
A3	P35 200R/VT	DOOR LOCK SWITCH OUTPUT (LOCK)
A4	Z1 18BK	GROUND
A4	Z1 18BK	GROUND
A5	Z1 18BK	GROUND
A5	Z1 18BK	GROUND
A5	Z1 18BK	GROUND

POWER DOOR
UNLOCK RELAY
(8W-61-3)

CAV	CIRCUIT	FUNCTION
B1	P34 18PK/BK	DOOR UNLOCK RELAY OUTPUT
B2	P37 18LG	FUSED B(+)
B3	P36 20PK/VT	DOOR LOCK SWITCH OUTPUT (UNLOCK)
B4	Z1 18BK	GROUND
B4	Z1 18BK	GROUND
B5	Z1 18BK	GROUND
B5	Z1 18BK	GROUND (W/O ABS)

LCD ILLUMINATION
RELAY
(8W-47-3)

CAV	CIRCUIT	FUNCTION
C1	X5 18LB/RD	RADIO RELAY OUTPUT
C2	E2 200R/BK	PANEL LAMPS DRIVER
C3	Z1 20BK	GROUND
C4	F85 18VT/WT	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
C5	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
C5	L90 18DB/RD	PARK LAMP SWITCH OUTPUT

DIMMING
RELAY
(8W-50-8)
(ABS ONLY)

CAV	CIRCUIT	FUNCTION
D1	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
D2	A38 120R	FUSED B(+)
D3	L170 20BR	DIMMING RELAY CONTROL
D4	—	—
D5	Z1 18BK	GROUND
D5	Z1 18BK	GROUND

HEADLAMP
RELAY
(8W-50-9)
(ABS ONLY)

CAV	CIRCUIT	FUNCTION
E1	F34 12TN/BK	HEADLAMP SWITCH OUTPUT
E2	F39 12PK/LG	HEADLAMP RELAY OUTPUT
E3	F34 12TN/BK	HEADLAMP SWITCH OUTPUT
E4	—	—
E5	Z1 18BK	GROUND
E5	Z1 18BK	GROUND

HORN
RELAY
(8W-41-2)

CAV	CIRCUIT	FUNCTION
F1	X4 16GY/OR	FUSED B(+)
F2	X2 16DG/RD	HORN RELAY OUTPUT
F3	X3 20BK/RD	HORN RELAY CONTROL
F4	—	—
F5	X4 16GY/OR	FUSED B(+)
F5	X4 16GY/OR	FUSED B(+)

POWER
ANTENNA
RELAY
(8W-47-6)
(ABS ONLY)

CAV	CIRCUIT	FUNCTION
G1	Z1 18BK	GROUND
G1	Z1 18BK	GROUND
G2	F60 18RD/WT	FUSED B(+)
G3	X60 18DG/RD	RADIO 12V OUTPUT
G4	X13 18BK/RD	ANTENNA B(+) UP
G5	X14 18WT/GY	ANTENNA B(+) DOWN
G5	X17 18GY/BK	POWER ANTENNA (GROUND)

HEATED REAR
WINDOW RELAY
(8W-48-2)

CAV	CIRCUIT	FUNCTION
H1	C15 12BK/WT	HEATED REAR WINDOW RELAY OUTPUT
H2	Z1 18BK	GROUND
H2	Z1 18BK	GROUND
H3	C80 18DB/WT	HEATED REAR WINDOW SWITCH
H4	F82 12WT	FUSED IGNITION SWITCH OUTPUT
H5	F83 18YL/DG	FUSED IGNITION SWITCH OUTPUT

TURN SIGNAL
RELAY
(8W-52-2)

CAV	CIRCUIT	FUNCTION
J1	A21 12YL	IGNITION SWITCH OUTPUT (RUN/START)
J2	L9 16PK/BK	FUSED B(+)
J2	L9 16PK/BK	FUSED B(+)
J3	L12 18VT/TN	HAZARD FLASHER OUTPUT
J3	L12 18VT/TN	HAZARD FLASHER OUTPUT
J4	L5 18BK/WT	TURN SIGNAL RELAY OUTPUT
J5	Z1 18BK	GROUND
J5	Z1 18BK	GROUND

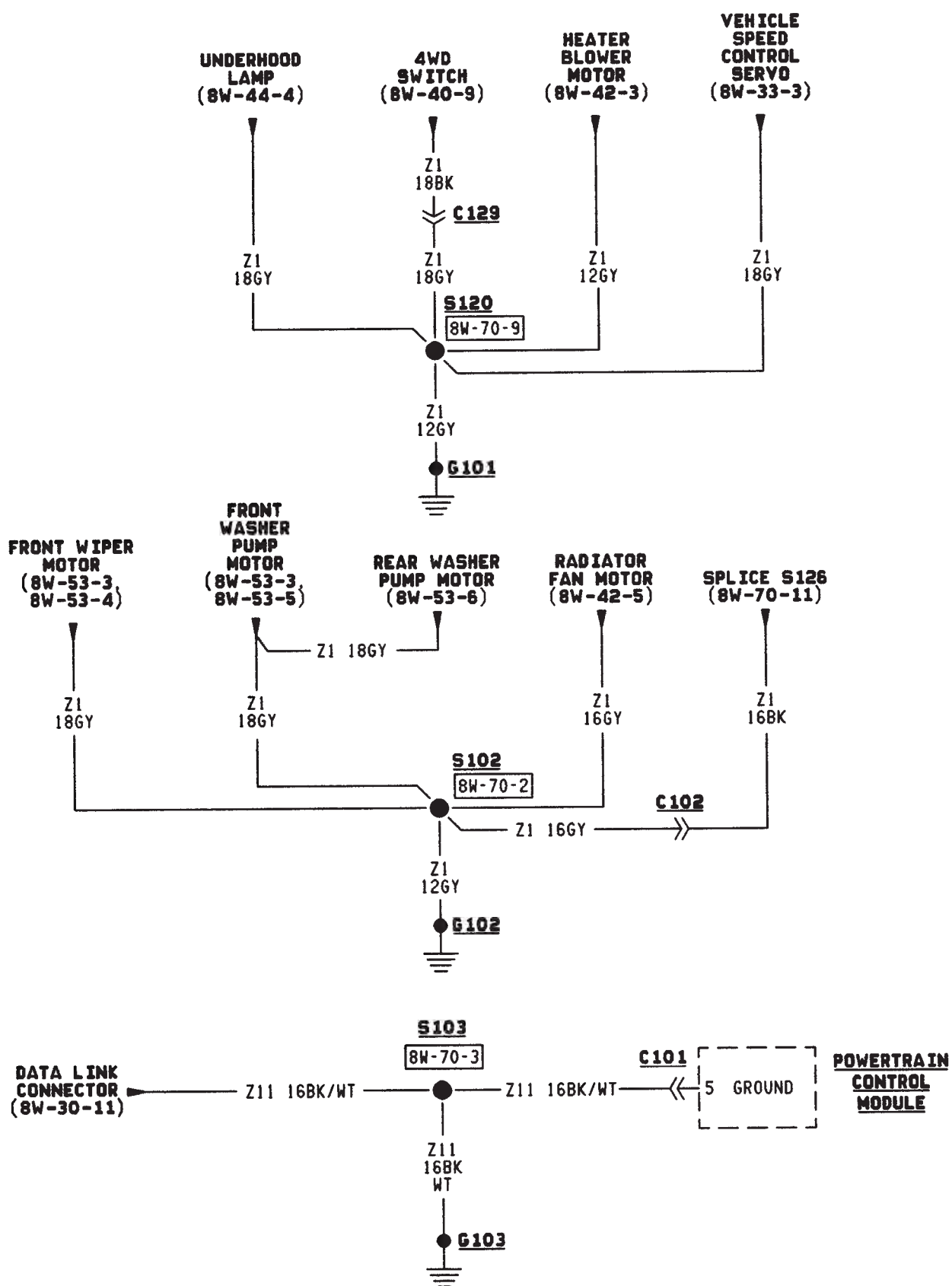
GROUND DISTRIBUTION

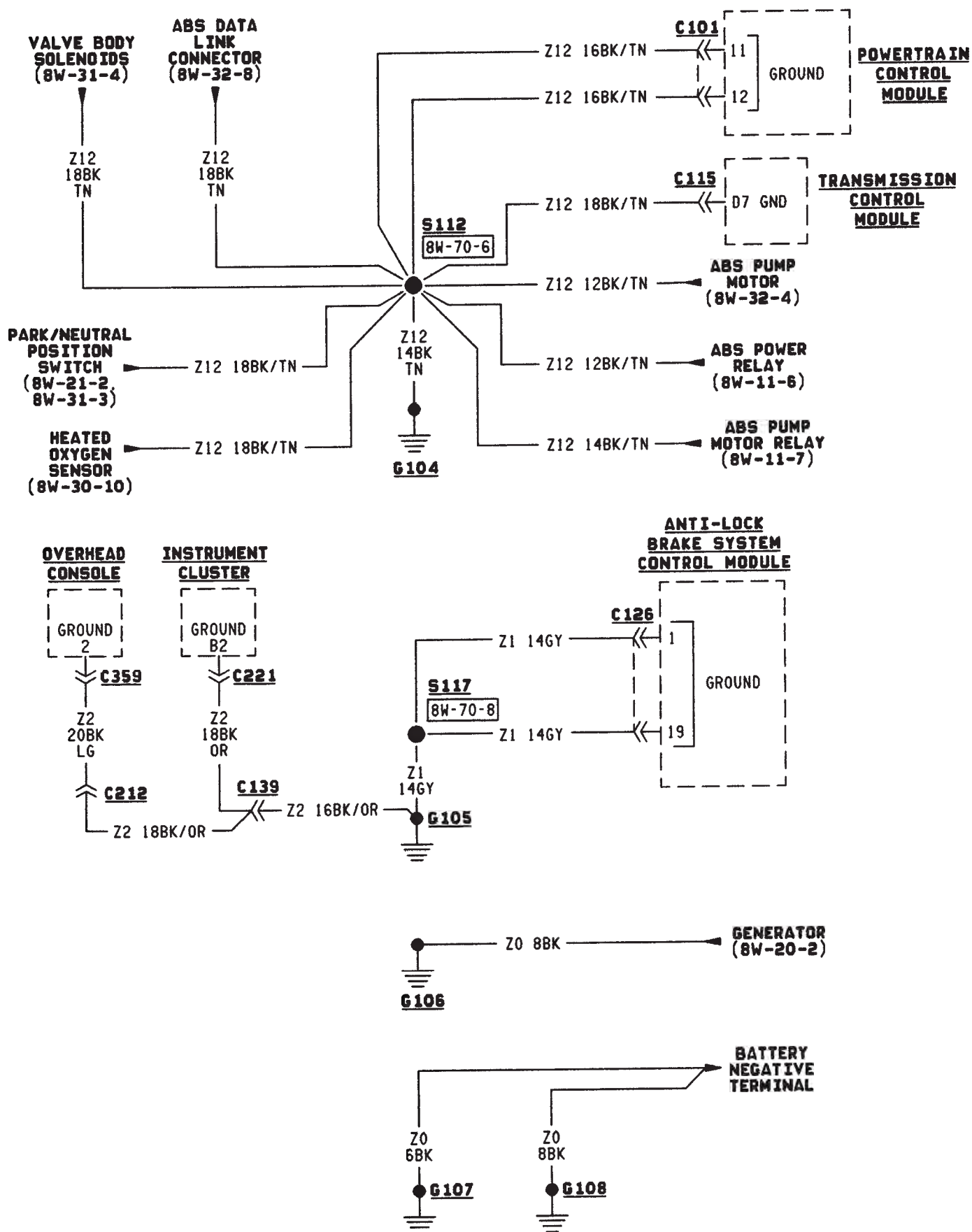
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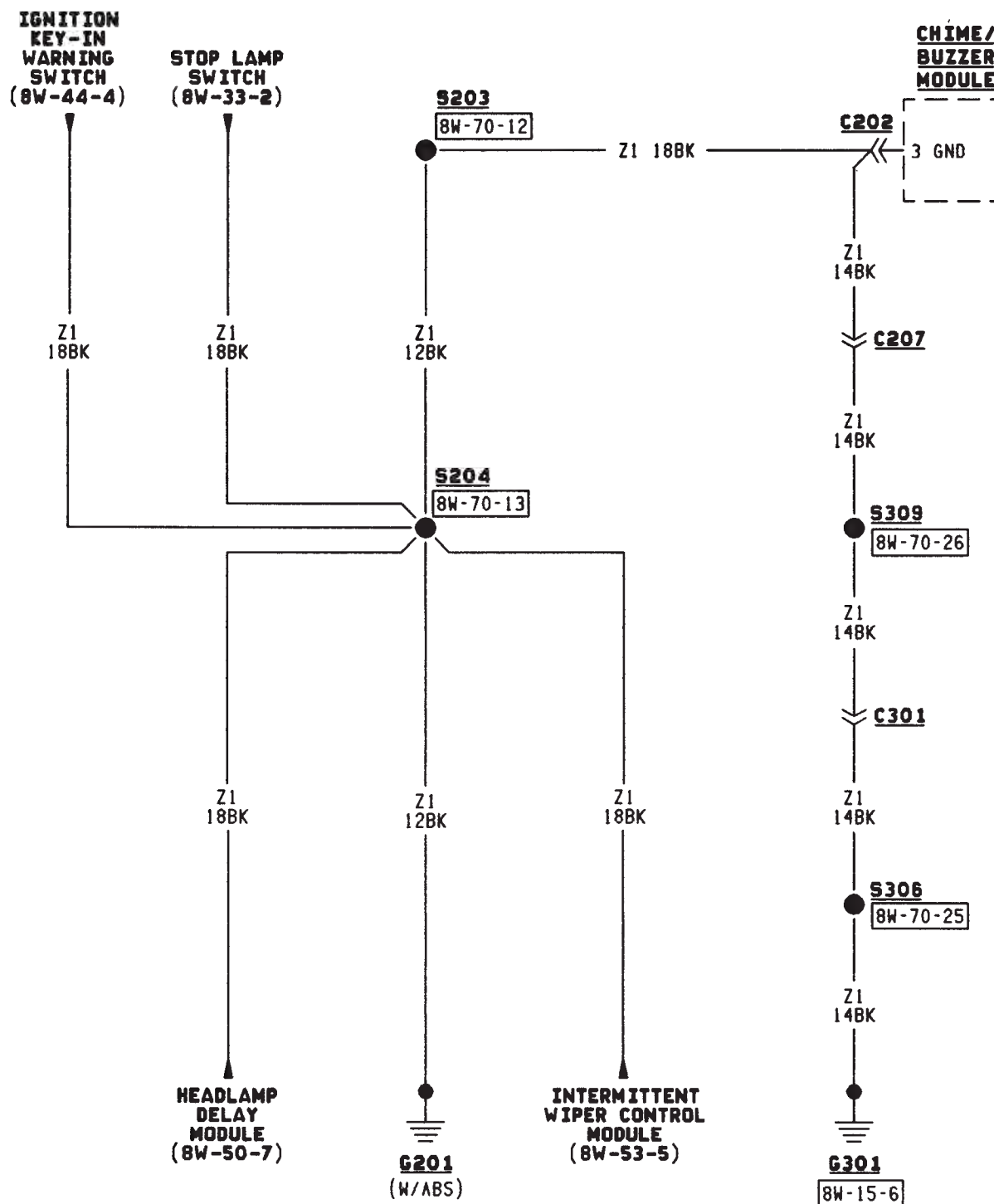
This section identifies the vehicle grounds, splices connected to each ground, and the components connected to each ground. Refer to the appropriate section of the wiring diagrams for circuit descriptions of specific systems. Refer to sub-section 8W-90 for illustrations of the physical location of each ground on the vehicle.

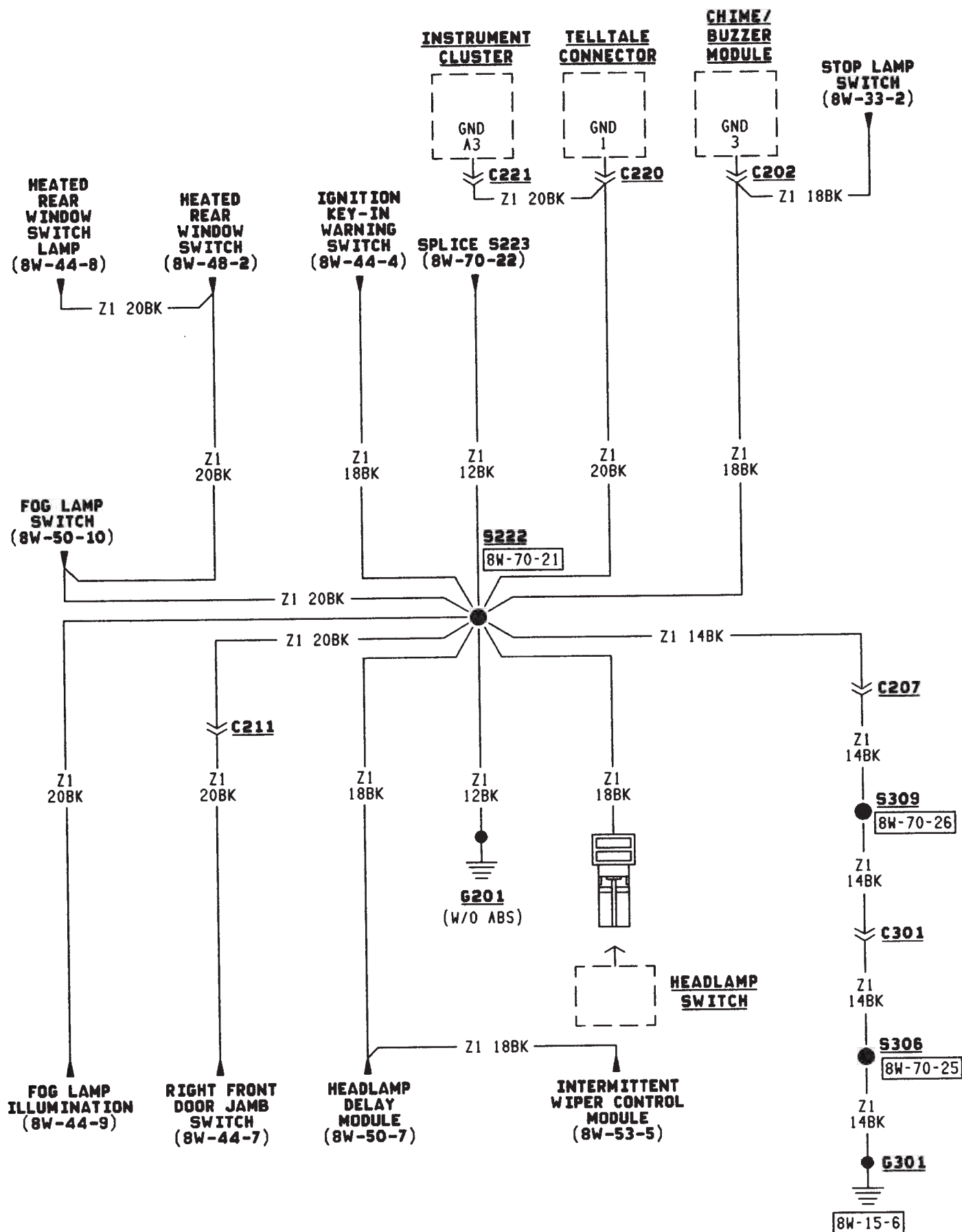
DIAGRAM INDEX

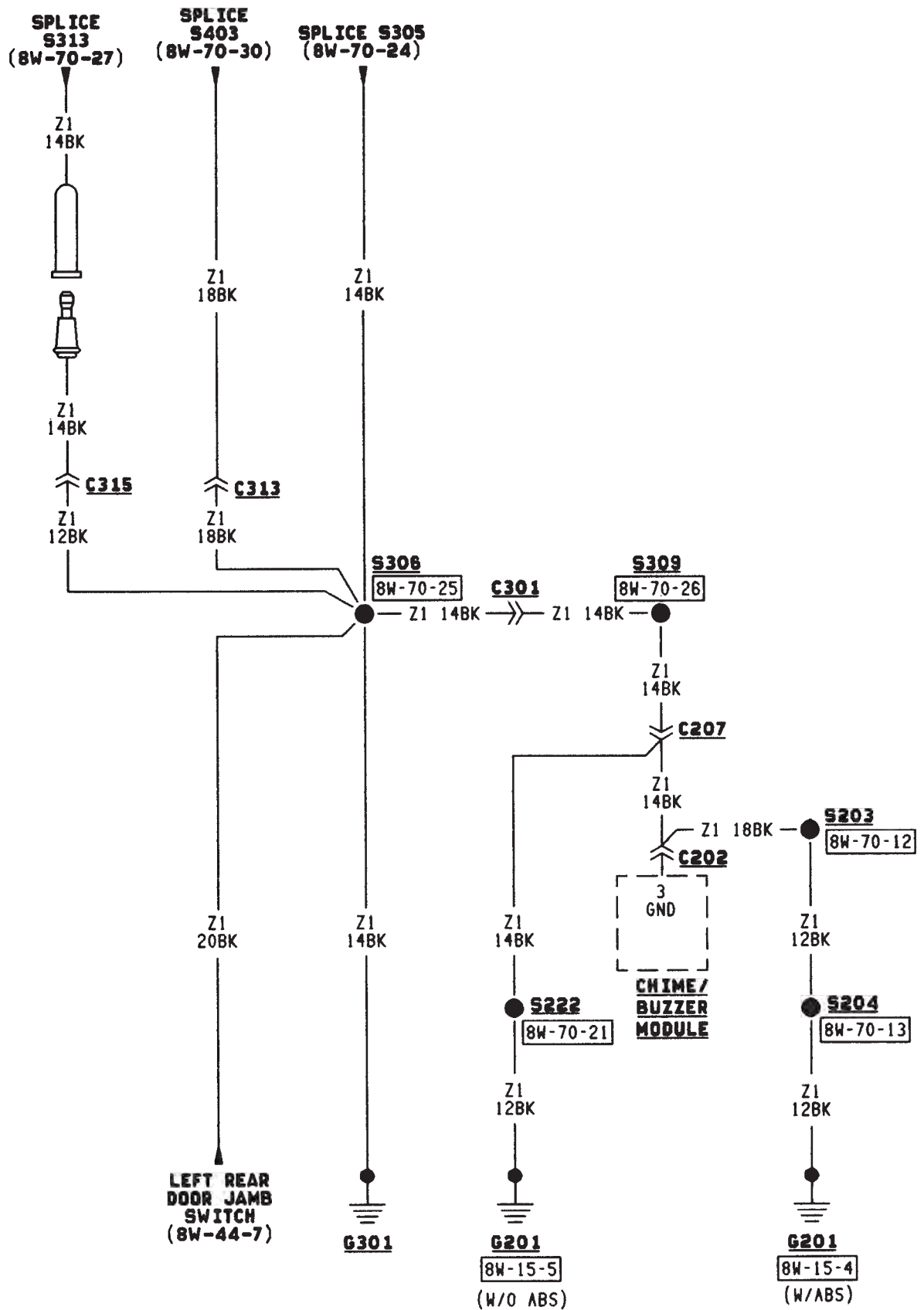
Component	Page
G101	8W-15-2
G102	8W-15-2
G103	8W-15-2
G104	8W-15-3
G105	8W-15-3
G106	8W-15-3
G107	8W-15-3
G108	8W-15-3
G201 (With ABS)	8W-15-4, 6
G201 (Without ABS)	8W-15-5, 6
G301	8W-15-4, 5, 6
S102	8W-15-2
S103	8W-15-2
S112	8W-15-3
S117	8W-15-3
S120	8W-15-2
S203	8W-15-4, 6
S204	8W-15-4, 6
S222	8W-15-5, 6
S306	8W-15-4, 5, 6
S309	8W-15-4, 5, 6











CHARGING SYSTEM

CHARGING SYSTEM

The charging system is an integral part of the battery and starting systems. Because all these systems work in conjunction, diagnose and test them together.

Circuit A11 connects to the generator output terminal and splices to fuse 1 and fuse 9 in the Power Distribution Center (PDC). Circuit A0 connects the battery to the PDC. Circuit Z0 provides ground for the generator.

When the ignition switch is in either the START or RUN positions, it connects circuit A1 from fuse 6 in the PDC to circuit A21. Circuit A21 splices to supply current to the coil side of the Automatic Shut Down (ASD) relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit K51. Circuit K51 connects to cavity 51 of the PCM.

When the PCM grounds the ASD relay, contacts inside the relay close and connect circuit A18 from fuse 14 in the PDC to circuit A142. Circuit A142 splices to the generator field terminal.

The PCM has an internal voltage regulator that controls generator output. The PCM controls the generator field on circuit K20. Circuit K20 connects to PCM cavity 20.

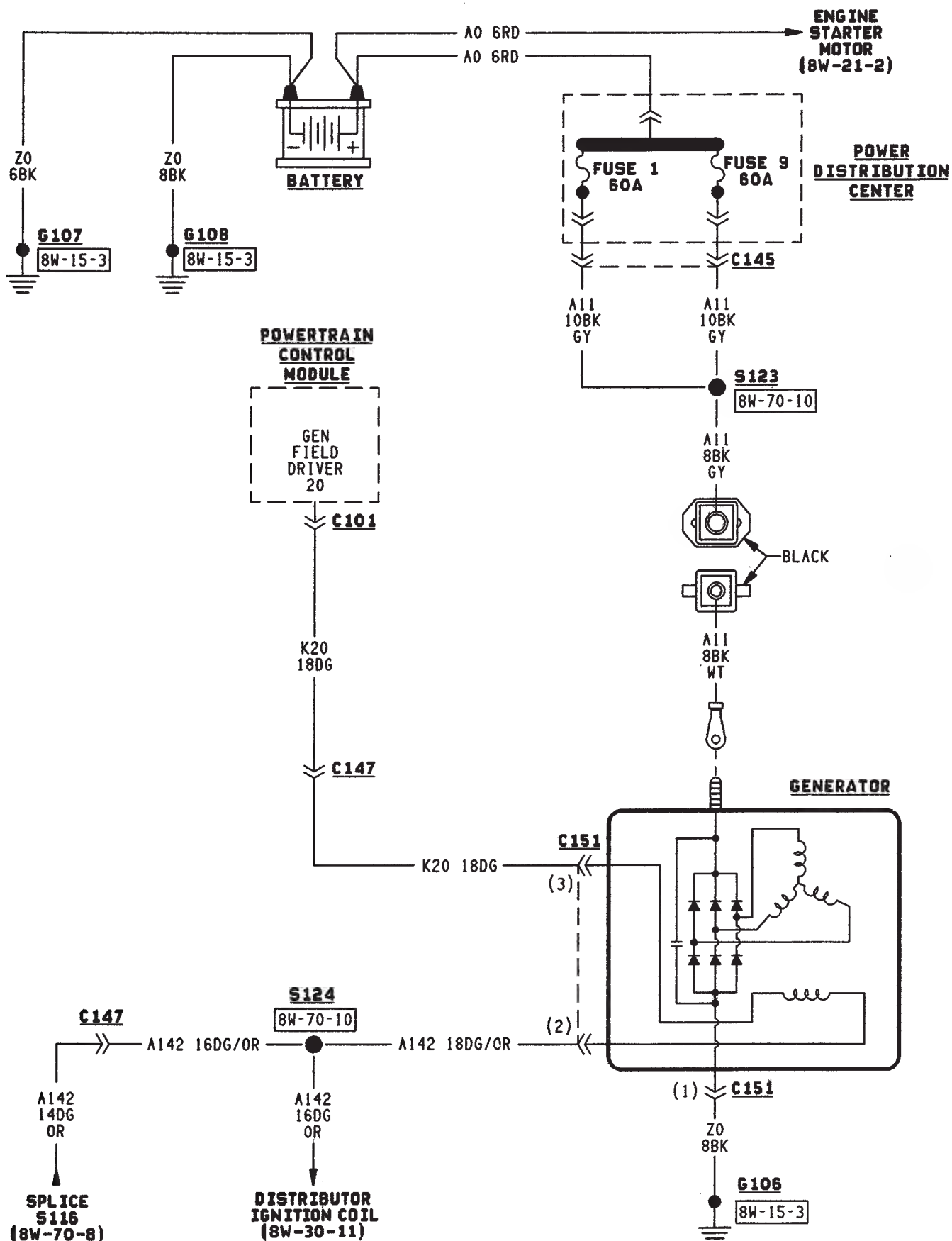
When the engine operates and there is current in the generator field, the generator produces a B+ voltage. The generator supplies B+ voltage to the battery through the A11 and A0 circuits.

HELPFUL INFORMATION

- Circuit A14 from fuse 2 in the PDC supplies voltage to PDC fuse 14.
- The ignition switch also connects circuit A1 with circuits A41, A38, and A48.
- Circuit A21 also powers the coil side of the fuel pump relay.
- The ASD relay supplies battery voltage for the fuel injectors, ignition coil, and the heated oxygen sensor. The fuel pump relay powers the fuel pump module.
- Circuit K51 also provides ground for the coil side of the fuel pump relay.

DIAGRAM INDEX

Component	Page
Battery	8W-20-2
PDC Fuse 1	8W-20-2
PDC Fuse 9	8W-20-2
Generator	8W-20-2
Powertrain Control Module	8W-20-2



STARTING SYSTEM

STARTING SYSTEM

Circuit A0 from the battery is double crimped at the positive battery post. One branch of circuit A0 (battery positive cable) connects to the engine starter motor. The other A0 branch supplies voltage to the bus bar in the power distribution center (PDC).

Fuse 7 in the PDC supplies battery voltage to the contact side of the engine starter motor relay on circuit A4. When the coil side of the engine starter motor relay energizes, the contacts close and connect circuit A4 to circuit T40. Circuit T40 supplies battery voltage to the starter motor solenoid.

The ignition switch supplies battery voltage to the coil side of the starter motor relay on circuit A41 when the key is moved to the START position. Ground for the coil side of the starter motor relay is supplied by the case grounded Park/Neutral position switch. Circuit T41 connects the coil side of the relay to the Park/Neutral position switch.

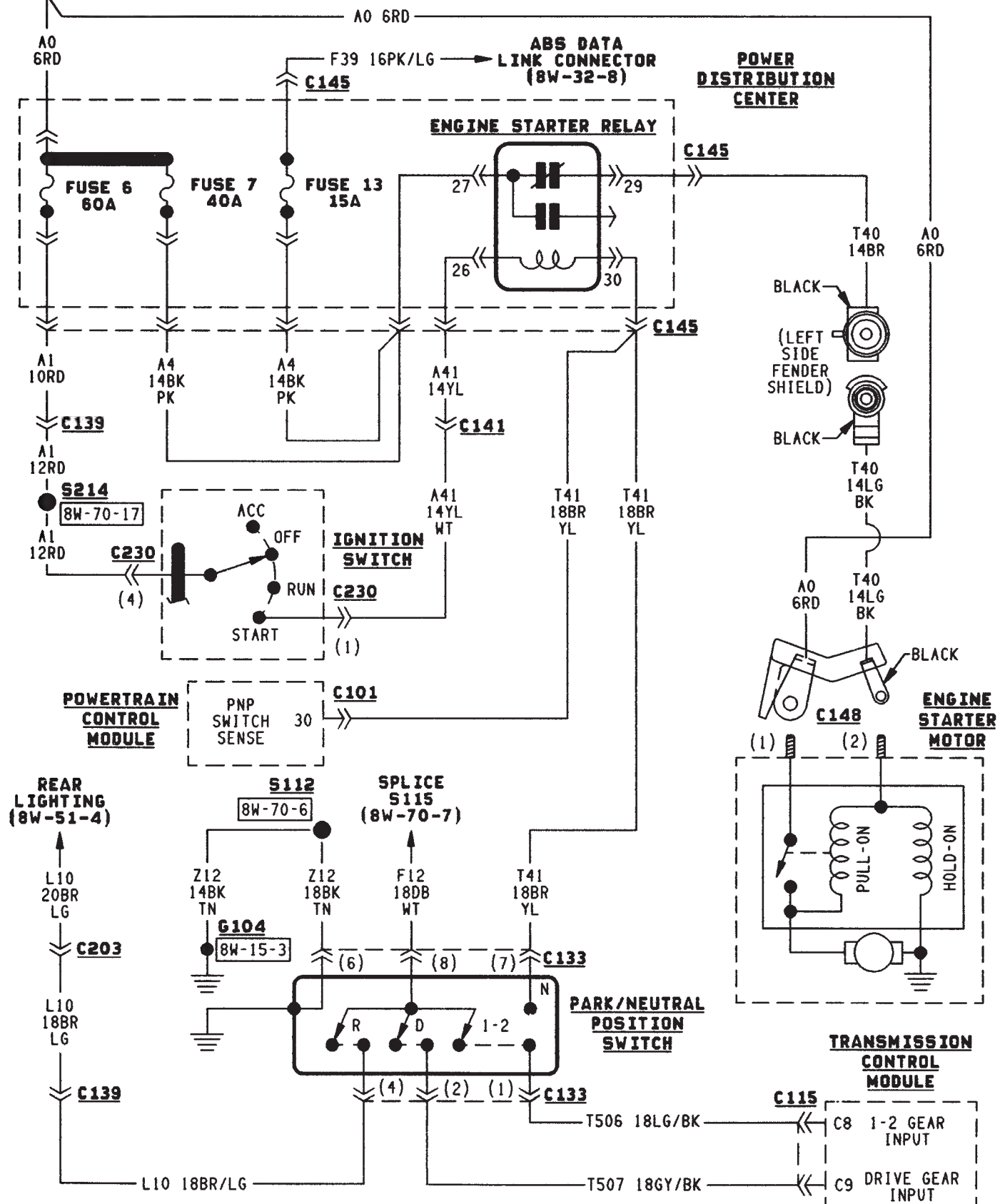
When the starter motor relay energizes and the contacts close, circuit T40 supplies battery voltage to the starter motor solenoid. Circuit A0 from the battery supplies voltage to the starter motor when the solenoid energizes.

HELPFUL INFORMATION

- The Park/Neutral switch closes when the transmission is in either the PARK or NEUTRAL positions.
- Circuit T41 also connects to cavity 30 of the Powertrain Control Module (PCM). This input tells the PCM the operator is starting the vehicle.
- Circuit A4 is double crimped at the contact side of the starter motor relay. The A4 branch leaving the relay powers fuse 13 in the PDC.

DIAGRAM INDEX

<u>Component</u>	<u>Page</u>
Engine Starter Motor	8W-21-2
Engine Starter Motor Relay	8W-21-2
Ignition Switch	8W-21-2
PDC Fuse 6	8W-21-2
PDC Fuse 7	8W-21-2
PDC Fuse 13	8W-21-2
Powertrain Control Module	8W-21-2
Park/Neutral Position Switch	8W-21-2
Transmission Control Module	8W-21-2



FUEL/IGNITION

INDEX

	page		page
Automatic Shut Down (ASD) Relay	1	Idle Air Control (IAC) Motor	2
Battery Feed	1	Ignition Coil	2
Brake Switch Input	5	Ignition Feed	1
Camshaft Position Sensor	3	Ignition Switch	1
Crankshaft Position Sensor	3	Intake Air Temperature Sensor	4
Data Link Connector	4	Malfunction Indicator Lamp (MIL)	4
Diagram Index	5	Manifold Absolute Pressure Sensor	4
Engine Coolant Temperature Sensor	3	Park/Neutral Position Switch	4
Fuel Injectors	1	Power (Device) Ground	5
Fuel Pump Module	2	Tachometer Signal	4
Fuel Pump Relay	2	Throttle Position Sensor	4
Heated Oxygen Sensor	3	Vehicle Speed Sensor	2

IGNITION SWITCH

Circuit A1 from fuse 11 in the power distribution center (PDC), supplies battery voltage to the ignition switch. Depending upon position, the ignition switch powers circuits A21, A38, A41, or A48.

START POSITION

In the START position, the ignition switch connects circuit A1 to circuit A41. Circuit A41 connects to the coil side of the starter motor relay.

Additionally in the START position, the case grounded ignition switch provides ground for the brake lamp switch and the warning lamps in the instrument cluster.

START OR RUN POSITION

In the START or RUN position, the ignition switch connects circuit A1 to circuit A21. Circuit A21 splices to power the coil side of the Automatic Shut Down (ASD) relay and the fuel pump relay.

RUN (ONLY) POSITION

When the ignition switch is in the RUN position, it connects circuit A1 to circuit A38. Circuit A38 feeds circuit L39.

ACCESSORY OR RUN POSITIONS

In the ACCESSORY or RUN positions, the ignition switch connects circuit A1 to circuit A48. Circuit A48 connects to a bus bar in the fuse block.

AUTOMATIC SHUT DOWN (ASD) RELAY

When the ignition switch is in either the START or RUN positions, it connects circuit A1 from fuse 6 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 supplies battery voltage to the coil side of the Automatic Shut Down (ASD) relay. The Power-

train Control Module (PCM) provides ground for the relay on circuit K51. Circuit K51 connects to cavity 51 of the PCM.

When the PCM grounds the ASD relay, contacts inside the relay close and connect circuit A18 from fuse 14 in the PDC to circuit A142. Circuit A142 splices to the generator field terminal, fuel injectors, and ignition coil. Circuit A142 also connects to cavity 57 of the PCM.

HELPFUL INFORMATION

- Along with supplying voltage to the coil side of the ASD relay, circuit A21 also supplies voltage to the coil side of the fuel pump relay.
- Circuit A21 also connects to cavity 9 of the PCM.

BATTERY FEED

Circuit A14 from fuse 2 in the power distribution center supplies battery voltage to cavity 3 of the Powertrain Control Module (PCM).

HELPFUL INFORMATION

Circuit A14 also supplies power to the contact sides of the fuel pump relay and fuse F2 in the PDC. Fuse F2 powers circuit A18 which supplies voltage to the contact side of the automatic shut down relay.

IGNITION FEED

When the ignition switch is in either the START or RUN positions, it connects circuit A1 from fuse 6 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 also connects to cavity 9 of the PCM and provides the ignition input.

FUEL INJECTORS

When the Automatic Shut Down (ASD) relay contacts close, they connect circuits A18 and A142. Cir-

circuit A142 supplies voltage to the fuel injectors. Each injector has a separate ground circuit controlled by the PCM.

Circuit K11 provides ground for injector number one. The K11 circuit connects to cavity 16 of the PCM.

Circuit K12 provides ground for injector number two. The K12 circuit connects to cavity 15 of the PCM.

Circuit K13 provides ground for injector number three. The K13 circuit connects to cavity 14 of the PCM.

Circuit K14 provides ground for injector number four. The K14 circuit connects to cavity 13 of the PCM.

Circuit K15 provides ground for injector number five. The K15 circuit connects to cavity 38 of the PCM.

Circuit K16 provides ground for injector number six. The K16 circuit connects to cavity 58 of the PCM.

HELPFUL INFORMATION

- Circuit A142 splices to supply voltage to the fuel injectors, ignition coil, PCM, generator.
- For information about fuel injector operation, refer to Group 14.

IGNITION COIL

When the Automatic Shut Down (ASD) relay contacts close, they connect circuits A18 and A142. Circuit A142 splices to supply voltage to the ignition coil. The PCM controls the ground path for the ignition coil on circuit K19. Circuit K19 connects to cavity 19 of the PCM.

HELPFUL INFORMATION

Circuit A142 splices to supply voltage to the fuel injectors, ignition coil, PCM, and generator.

FUEL PUMP RELAY

When the ignition switch is in either the START or RUN positions, it connects circuit A1 from fuse 6 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 supplies battery voltage to the coil side of the fuel pump relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit K51. Circuit K51 connects to cavity 51 of the PCM.

When the PCM grounds the fuel pump relay, contacts inside the relay close and connect circuit A14 from fuse 14 in the PDC to circuit A141. Circuit A141 connects to circuit A241. Circuit A241 supplies voltage to the fuel pump motor (part of the in-tank fuel pump module).

HELPFUL INFORMATION

- Circuit A14 also splices to supply battery voltage to cavity 3 of the PCM.

- Circuit A141 also supplies battery voltage to the heated oxygen sensor.

FUEL PUMP MODULE

FUEL PUMP MOTOR

When the fuel pump relay contacts close, the relay supplies voltage to the fuel pump motor. Circuit A141 from the relay supplies voltage to circuit A241. Circuit A241 connects to circuit F9 in the fuel pump motor. Circuit Z1 provides ground for the fuel pump motor.

FUEL LEVEL SENSOR

The fuel level sensor is a variable resistor. Circuit G4 connects the fuel level sensor to the fuel gauge in the instrument cluster. Circuit F87 from fuse 26 in the fuse block supplies voltage to the fuel gauge. The fuel level sensor draws voltage from circuit F87 through the fuel gauge on circuit G4. Circuit G4 connects to the fuel level sensor.

Circuit Z1 provides the ground path for the fuel level sensor.

HELPFUL INFORMATION

As current flows through the coils in the fuel gauge, it creates a magnetic field. One of the coils in the gauge receives fixed current. The other coil is connected to the level sensor. The magnetic field controls the position of the fuel gauge pointer.

The fuel level sensor contains a variable resistor. As the position of the float arm on the fuel level sensor changes, the resistor changes the current flow through second coil in the fuel gauge. A change in current flow alters the magnetic field in the fuel gauge, which changes the pointer position.

IDLE AIR CONTROL (IAC) MOTOR

The Powertrain Control Module (PCM) operates the idle air control motor through 4 circuits - K39, K40, K59, and K60. Each circuit connects to separate cavities in the PCM connector.

- Circuit K39 connects to cavity 39 of the PCM
- Circuit K40 connects to cavity 40 of the PCM
- Circuit K59 connects to cavity 59 of the PCM
- Circuit K60 connects to cavity 60 of the PCM

VEHICLE SPEED SENSOR

Circuit K7 supplies 8 volts from the Powertrain Control Module (PCM) to the vehicle speed sensor. The K7 circuit connects to cavity 7 of the PCM.

Circuit G7 from the vehicle speed sensor provides an input signal to the PCM. The G7 circuit connects to cavity 47 of the PCM.

The PCM provides a ground for the vehicle speed sensor signal (circuit G7) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

- Circuit G7 splices to the speedometer.
- Circuit K7 splices to supply 8 volts to the camshaft position sensor and crankshaft position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Intake air temperature sensor

HEATED OXYGEN SENSOR

When the fuel pump relay contacts close, they connect circuits A14 and A141. Circuit A141 splices to supply voltage to the heated oxygen sensor.

Circuit K41 delivers the signal from the heated oxygen sensor to the PCM. Circuit K41 connects to cavity 41 of the PCM.

The PCM provides a ground for the heated oxygen sensor signal (circuit K41) through circuit K4. Circuit K4 connects to cavity 4 of the PCM connector.

Circuit Z12 provides a ground for the heater circuit in the sensor.

HELPFUL INFORMATION

- Circuit A141 also supplies battery voltage to the fuel pump.

Circuit K4 splices to supply ground for the signals from the following:

- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

CAMSHAFT POSITION SENSOR

The Powertrain Control Module (PCM) supplies 8 volts to the camshaft position sensor (in distributor) on circuit K7. Circuit K7 connects to cavity 7 of the PCM.

The PCM receives the camshaft position sensor signal on circuit K44. Circuit K44 connects to cavity 44 of the PCM.

The PCM provides a ground for the camshaft position sensor signal (circuit K44) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

- Circuit K7 splices to supply 8 volts to the crankshaft position sensor and the vehicle speed sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor

- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

CRANKSHAFT POSITION SENSOR

The Powertrain Control Module (PCM) supplies 8 volts to the crankshaft position sensor on circuit K7. Circuit K7 connects to cavity 7 of the PCM.

The PCM receives the crankshaft position sensor signal on circuit K24. Circuit K24 connects to cavity 24 of the PCM.

The PCM provides a ground for the crankshaft position sensor (circuit K24) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

- Circuit K7 splices to supply 8 volts to the camshaft position sensor and the vehicle speed sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

ENGINE COOLANT TEMPERATURE SENSOR

The engine coolant temperature sensor provides an input to the

Powertrain Control Module (PCM) on circuit K2. From circuit K2, the engine coolant temperature sensor draws up to 5 volts from the PCM. The sensor is a variable resistor. As coolant temperature changes, the resistance in the sensor changes, causing a change in current draw. The K2 circuit connects to cavity 2 of the PCM.

The PCM provides a ground for the engine coolant temperature sensor signal (circuit K2) through circuit K4. Circuit K4 connects to cavity 4 of the PCM connector.

HELPFUL INFORMATION

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Vehicle speed sensor

THROTTLE POSITION SENSOR

From the Powertrain Control Module (PCM), circuit K6 supplies 5 volts to the throttle position sensor (TPS). Circuit K6 connects to cavity 6 of the PCM.

Circuit K22 delivers the TPS signal to the PCM. Circuit K22 connects to cavity 22 of the PCM.

The PCM provides a ground for the throttle position sensor signal (circuit K22) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

Refer to Group 14 for throttle position sensor operation.

Circuit K6 splices to supply 5 volts to the manifold absolute pressure sensor.

Circuit K22 splices to the transmission control module.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

MANIFOLD ABSOLUTE PRESSURE SENSOR

From the Powertrain Control Module (PCM), circuit K6 supplies 5 volts to the manifold absolute pressure (MAP) sensor. Circuit K6 connects to cavity 6 of the PCM.

Circuit K1 delivers the MAP signal to the PCM. Circuit K1 connects to cavity 1 of the PCM.

The PCM provides a ground for the MAP sensor signal (circuit K1) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

Refer to Group 14 for MAP sensor operation.

Circuit K6 splices to supply 5 volts to the throttle position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

INTAKE AIR TEMPERATURE SENSOR

The intake air temperature sensor provides an input to the Powertrain Control Module (PCM) on circuit K21. Circuit K21 connects to cavity 21 of the PCM.

From circuit K21, the intake air temperature sensor draws voltage from the PCM. The sensor is a variable resistor. As intake air temperature changes, the resistance in the sensor changes, causing a change in current draw.

The PCM provides a ground for the intake air temperature sensor signal (circuit K21) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

PARK/NEUTRAL POSITION SWITCH

When closed, the case-grounded park/neutral position switch provides a ground path on circuit T41 for the coil side of the starter motor relay. Circuit A41 from the ignition switch provides battery voltage to the coil side of the relay.

Circuit T41 splices to cavity 30 of the PCM. The park/neutral position switch provides an input to the Powertrain Control Module (PCM).

TACHOMETER SIGNAL

The PCM supplies the signal for the tachometer on circuit G21. Circuit G21 connects to cavity 43 of the PCM.

MALFUNCTION INDICATOR LAMP (MIL)

The Powertrain Control Module (PCM) provides ground for the instrument cluster malfunction indicator lamp on circuit G3. The MIL displays the message CHECK ENGINE when illuminated. Circuit F87 provides voltage for the lamp. Circuit G3 connects to cavity 32 of the PCM.

DATA LINK CONNECTOR

Circuit F12 supplies battery voltage to the data link connector. Circuit F12 originates at fuse 11 in the Power Distribution Center.

Circuit D20 connects to cavity 45 of the PCM. Circuit D20 is the SCI receive circuit for the PCM.

Circuit D21 connects to cavity 25 of the PCM. Circuit D21 is the SCI transmit circuit for the PCM.

Circuit Z11 provides ground for the data link connector. Circuit Z11 also connects to cavity 5 of the PCM.

HELPFUL INFORMATION

- If the system loses ground for the Z11 circuits at the right rear of the engine, the vehicle will not operate. Check the connection at the ganged-ground circuit eyelet.
- Circuit F12 splices to supply battery voltage to the vehicle speed control switch, back-up lamp switch, A/C compressor clutch relay, windshield washer fluid level sensor and radiator fan relay.

BRAKE SWITCH INPUT

Circuit K29 provides the brake switch input to the PCM. Circuit K29 connects to cavity 29 of the PCM.

POWER (DEVICE) GROUND

Circuit Z12 connects to cavities 11 and 12 of the PCM. The Z12 circuit provides ground for PCM internal drivers that operate high current devices like the injectors and ignition coil.

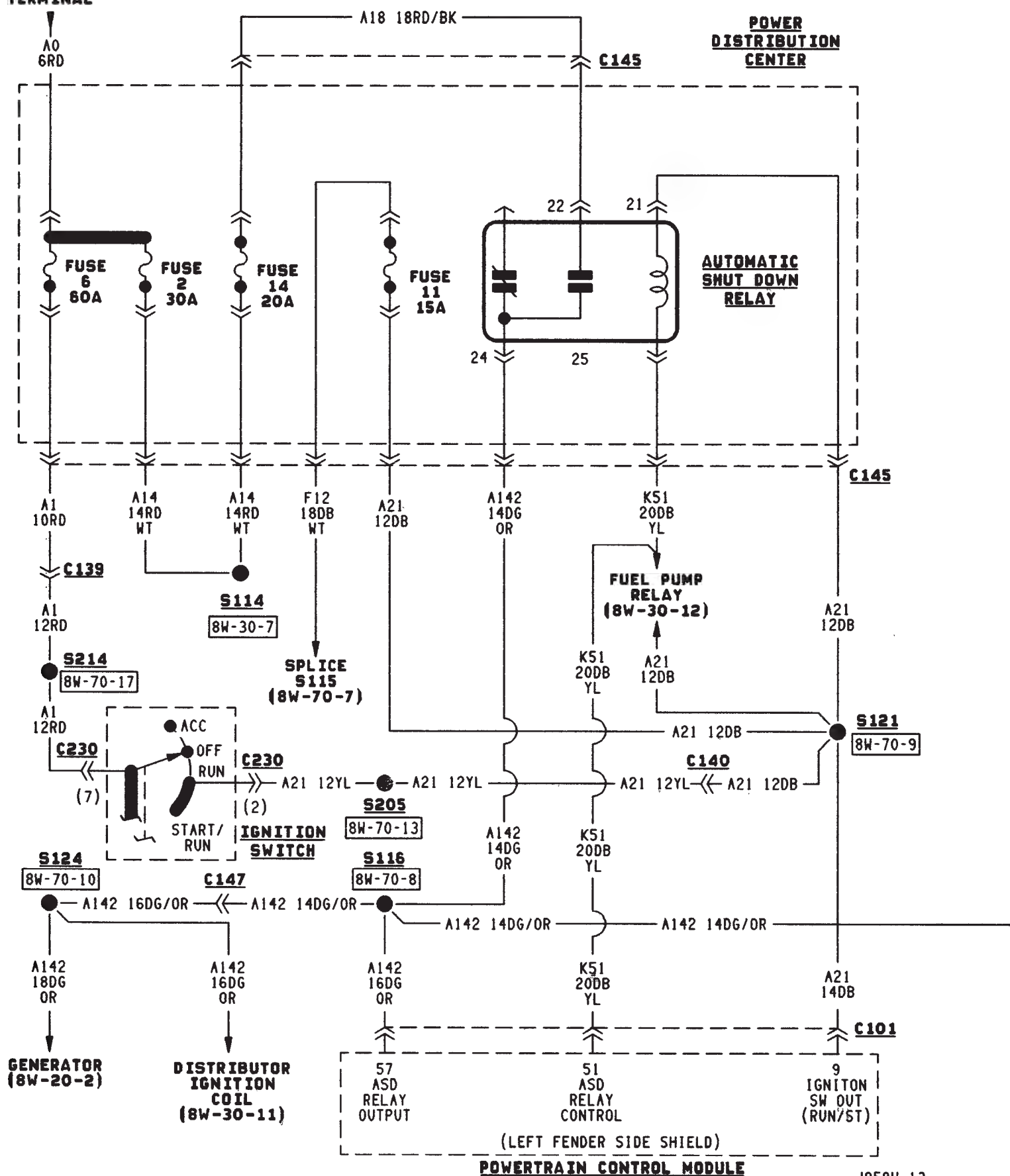
Internal to the PCM, the power (device) ground circuit connects to the PCM sensor return circuit (from circuit K4).

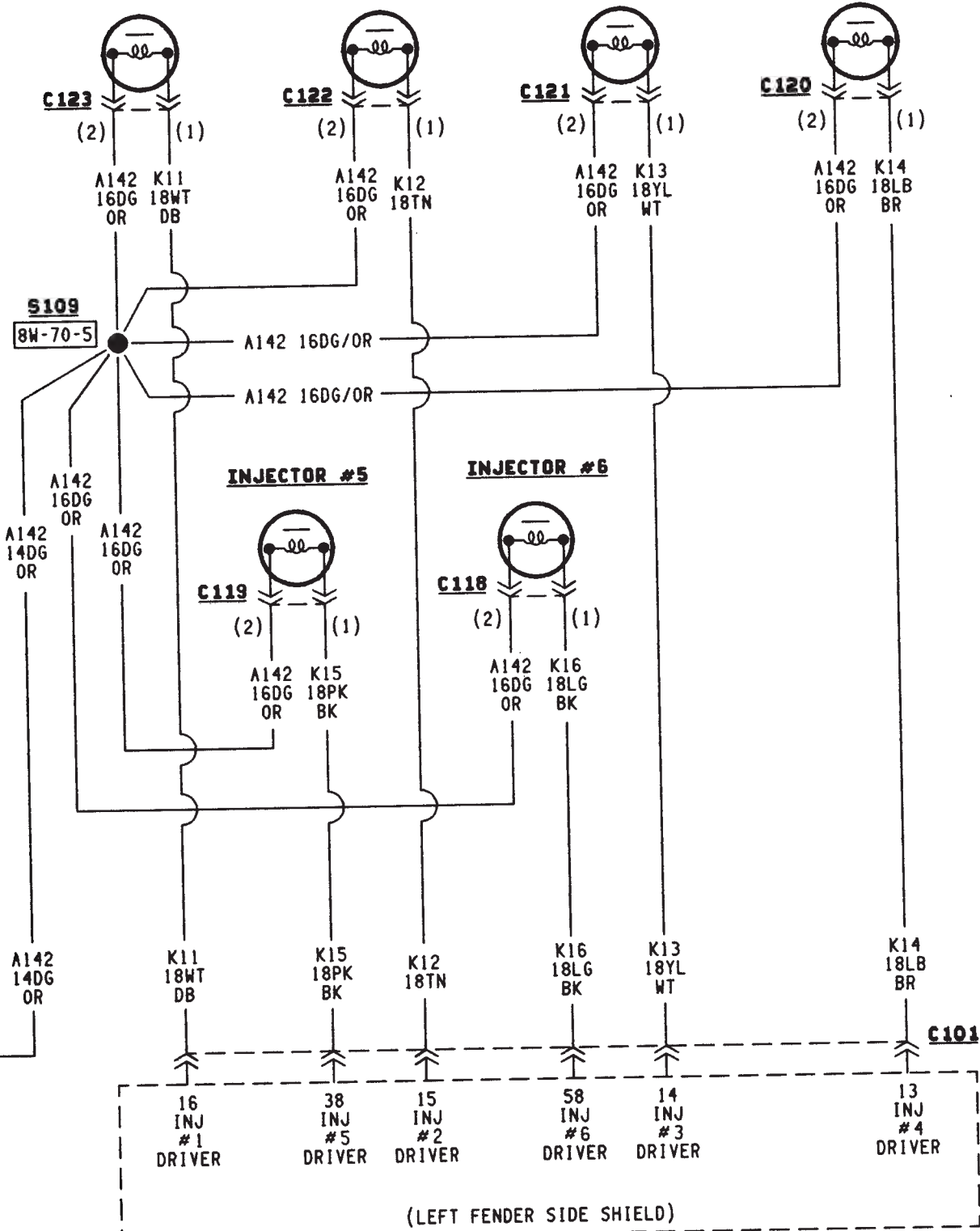
HELPFUL INFORMATION

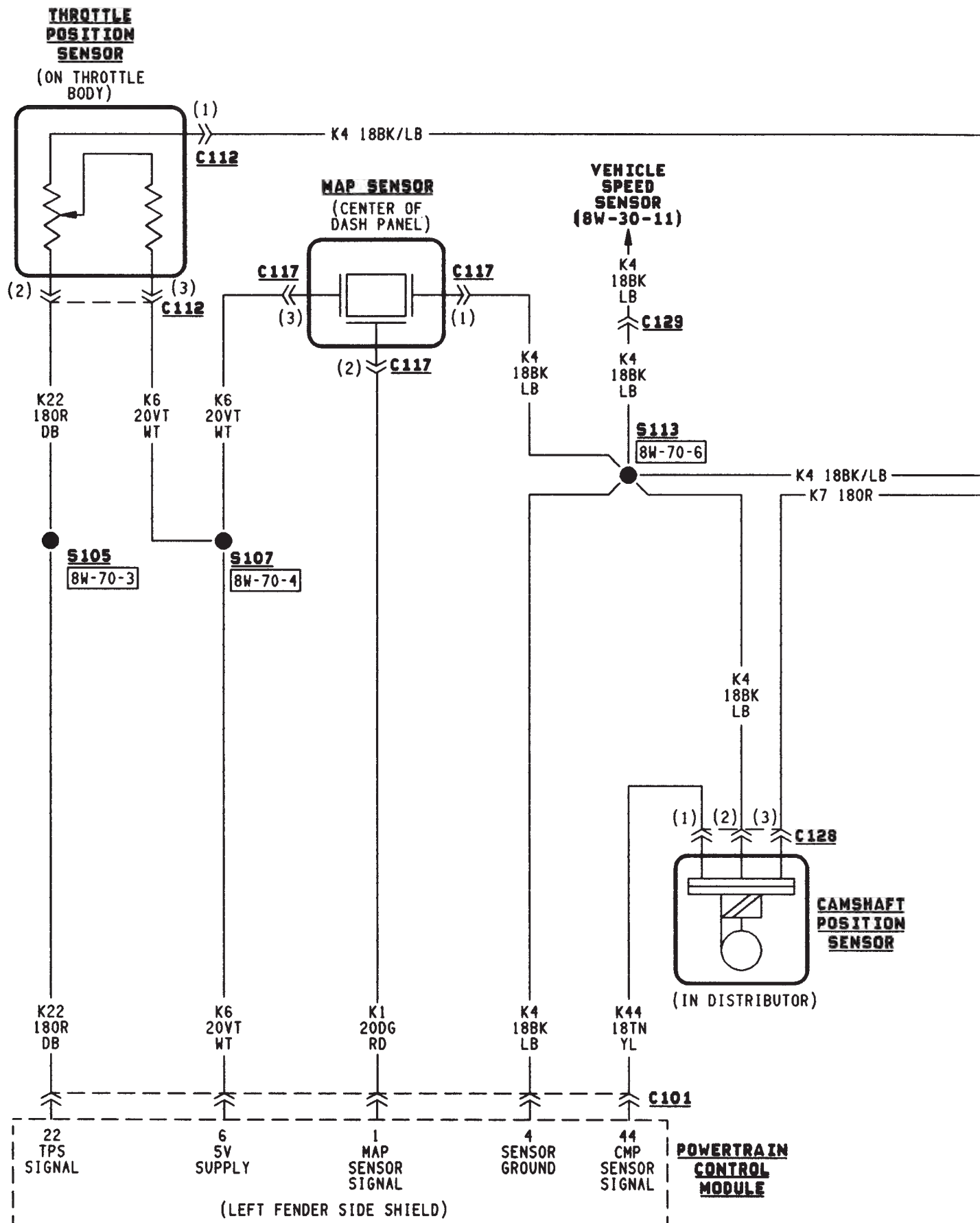
- The grounding point for circuit Z12 is the right rear of the engine.
- If the system loses ground for the Z12 circuits at the rear of the engine, the vehicle will not operate. Check the connection at the ganged-ground circuit eyelet.

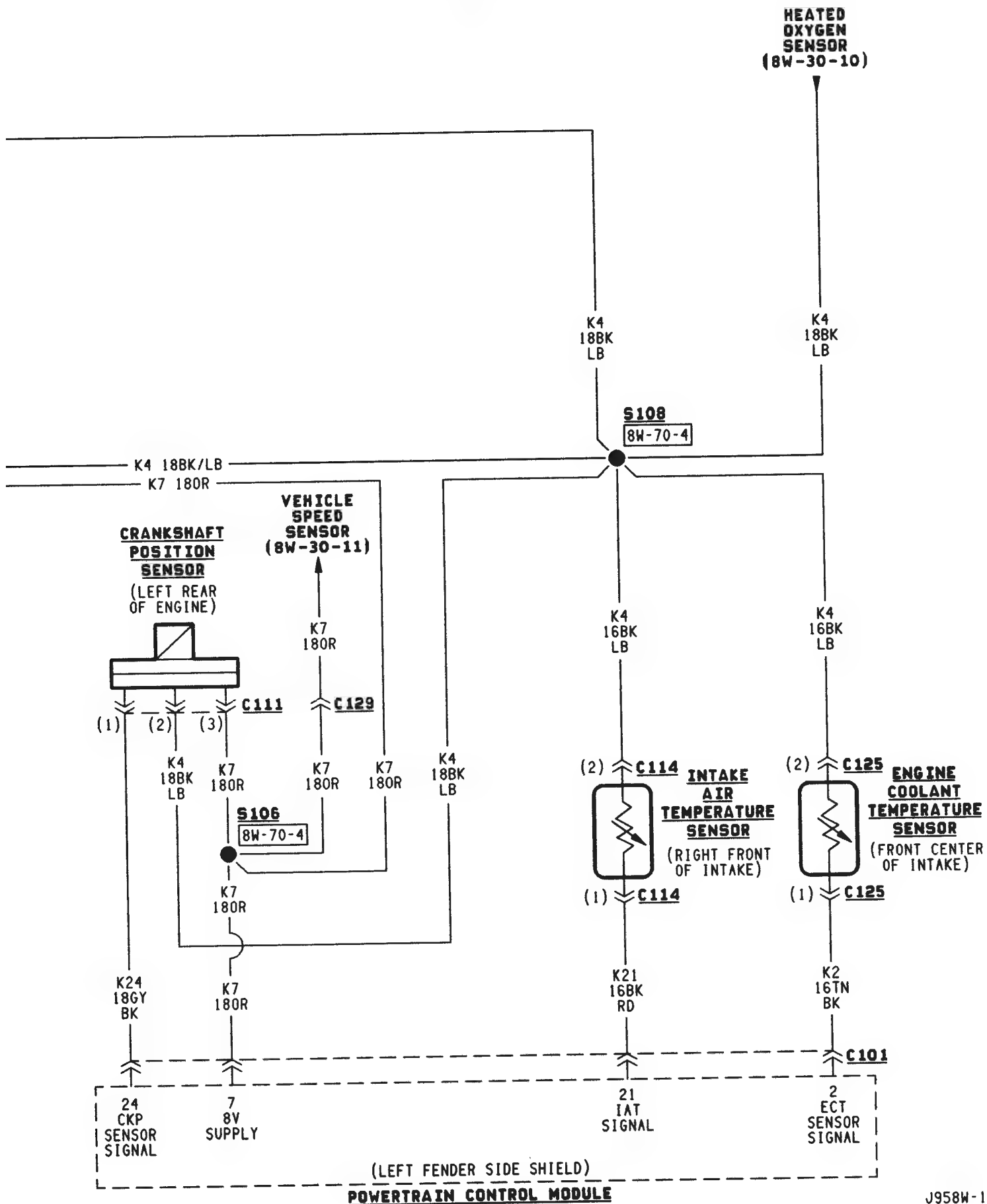
DIAGRAM INDEX

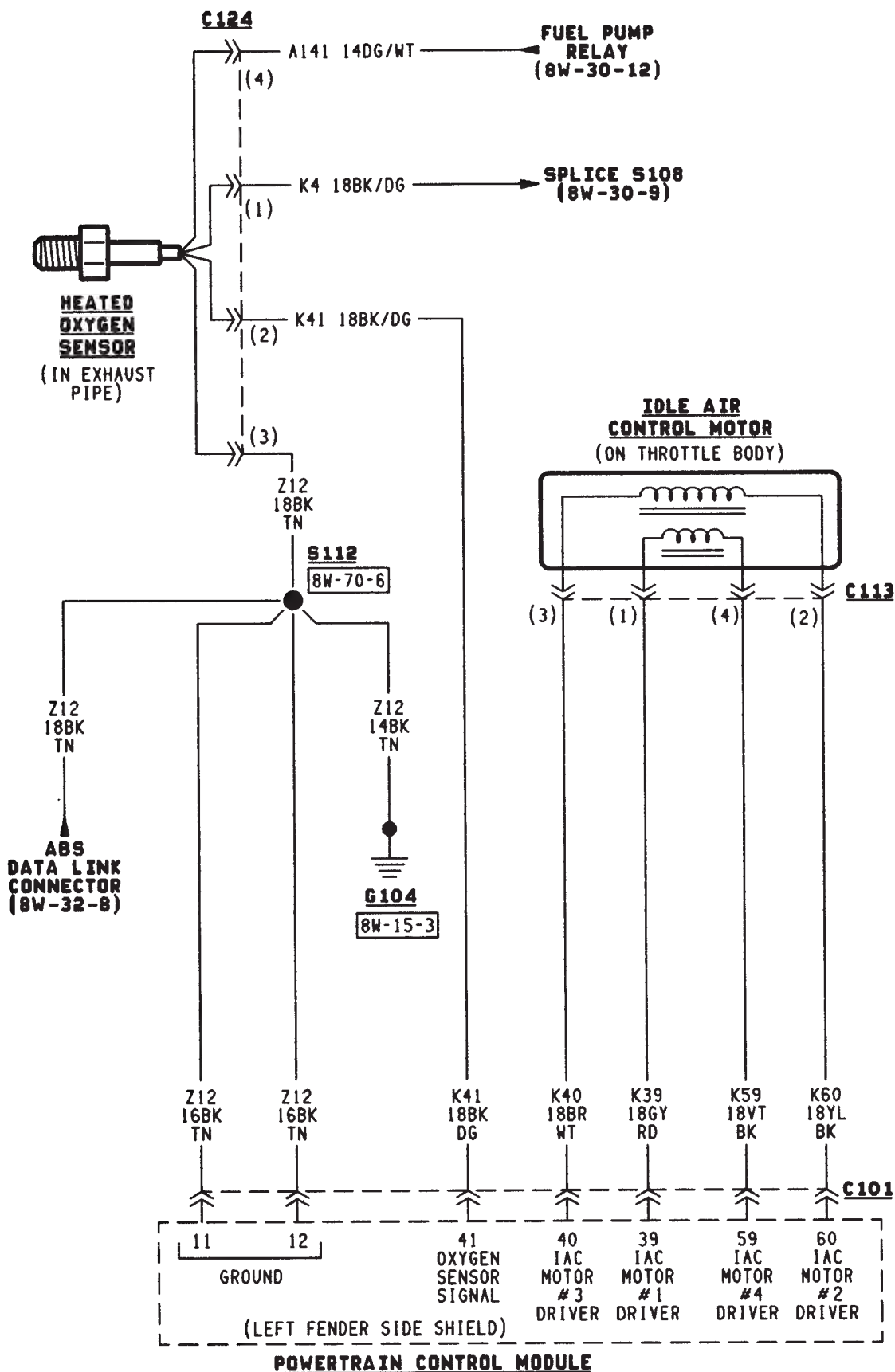
Component	Page
Automatic Shut Down Relay	8W-30-6
Camshaft Position Sensor	8W-30-8
Crankshaft Position Sensor	8W-30-9
Data Link Connector	8W-30-11
Distributor Ignition Coil	8W-30-11
Engine Coolant Temperature Sensor	8W-30-9
Fuel Injector #1	8W-30-7
Fuel Injector #2	8W-30-7
Fuel Injector #3	8W-30-7
Fuel Injector #4	8W-30-7
Fuel Injector #5	8W-30-7
Fuel Injector #6	8W-30-7
Fuel Pump Relay	8W-30-12
Fuel Tank Gauge Level Sending Unit	8W-30-12
Fuse 2 (PDC)	8W-30-6
Fuse 6 (PDC)	8W-30-6
Fuse 11 (PDC)	8W-30-6, 11
Fuse 14 (PDC)	8W-30-6
Heated Oxygen Sensor	8W-30-10
Idle Air Control Motor	8W-30-10
Ignition Switch	8W-30-6, 12
Instrument Cluster	8W-30-11, 12
Intake Air Temperature Sensor	8W-30-9
MAP Sensor	8W-30-8
Powertrain Control Module	8W-30-6 thru 12
Throttle Position Sensor	8W-30-8
Vehicle Speed Sensor	8W-30-11

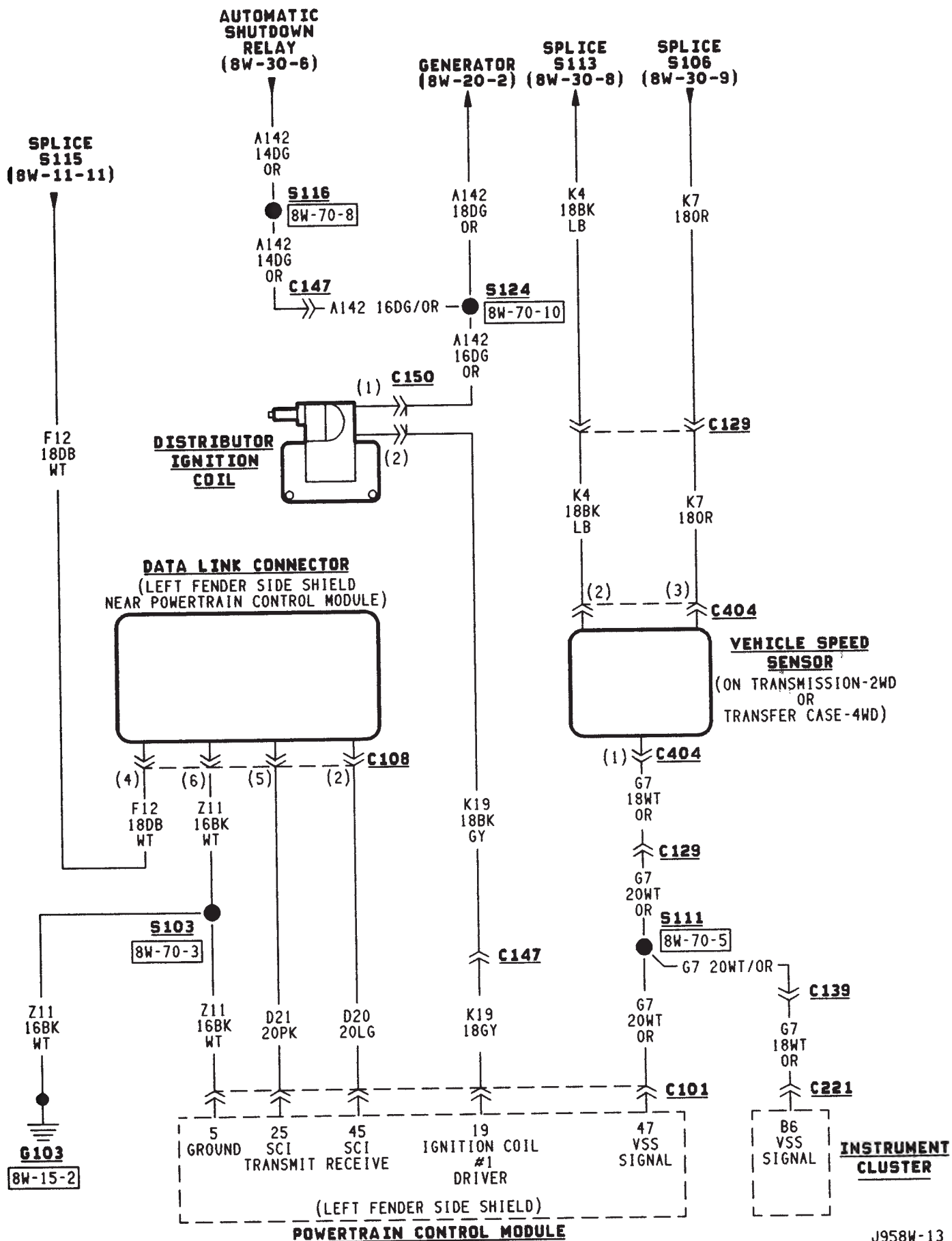


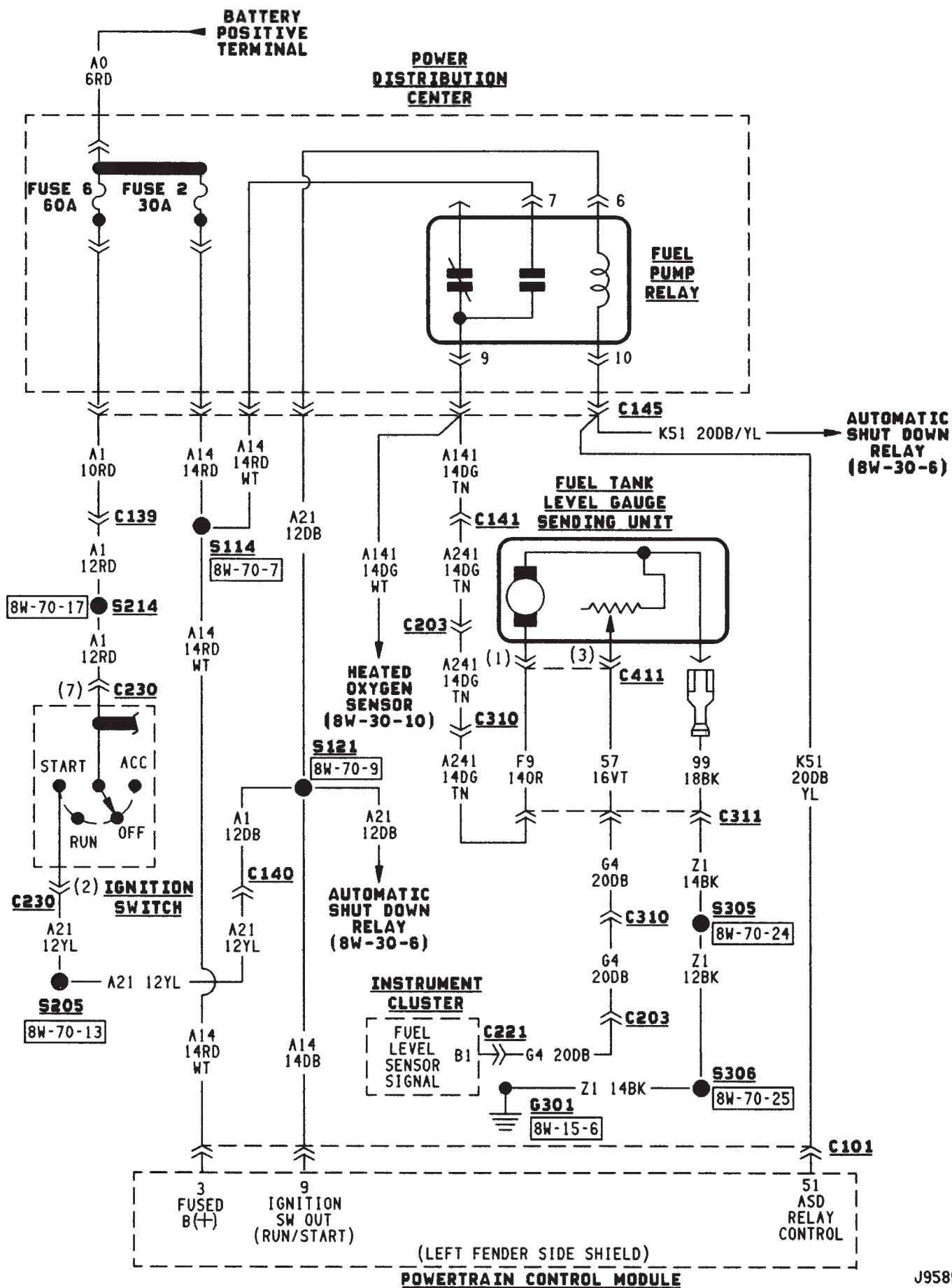












TRANSMISSION CONTROLS

FOUR-WHEEL DRIVE (4WD) SWITCH

When the 4WD switch closes, circuit Z1 provides ground for the 4WD indicator lamp in the instrument cluster. Circuit F87 connects to the instrument cluster and supplies battery voltage to the 4WD indicator lamp. Circuit 107 connects the indicator lamp to the 4WD switch. Circuit 106 connects the lamp to the instrument cluster and circuit F87.

TRANSMISSION COMFORT SWITCH

Circuit T17 from fuse 12 in the Power Distribution Center (PDC) supplies battery voltage to the transmission comfort switch. Circuit Z1 provides ground for the switch. Circuit T177 Connects the switch to the Transmission Control Module (TCM).

TRANSMISSION CONTROL MODULE

Vehicles equipped with the 4.0L engine have electronically controlled solenoids in the automatic transmission valve body.

The transmission control module (TCM) receives inputs from the throttle position sensor (TPS) on circuit K22 and the stop lamp switch on circuit K29. Circuit K4 connects to the TCM to provide ground for the TPS signal.

The TCM receives the transmission output speed sensor signal on circuit 505. Circuit A14 from fuse 2 in the Power Distribution Center (PDC) supplies battery voltage to the TCM. Circuit T17 from fuse 12 in the PDC also connects to the TCM. Circuit Z12 provides ground for the TCM.

The TCM powers the S1 solenoid on circuit 510, the S2 solenoid on circuit 509, and the S3 solenoid on circuit 508. Circuit Z12 provides ground for the S1, S2, and S3 solenoids.

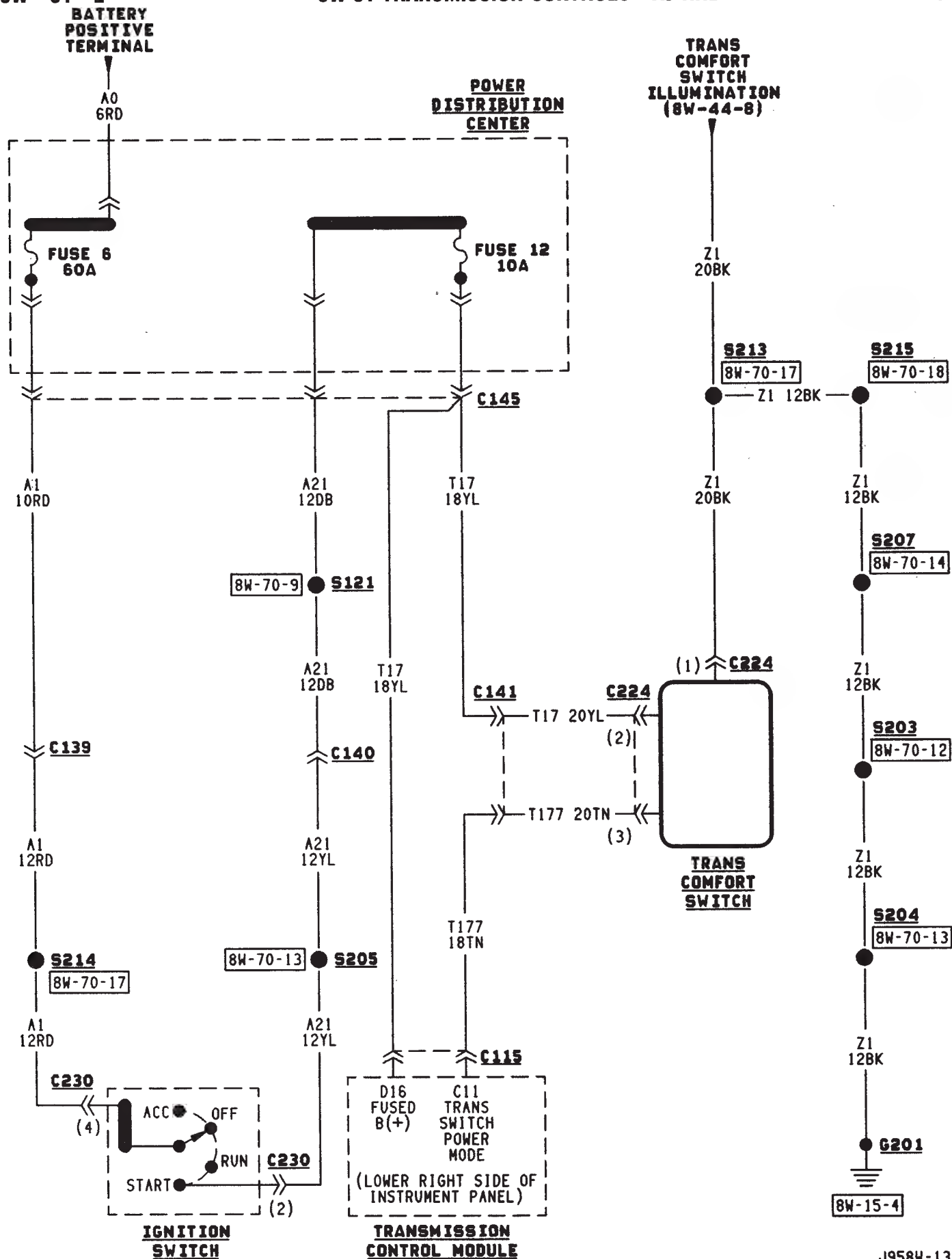
Circuits 506 and 507 from the Park/Neutral position switch connect to the TCM. Circuits 506 and 507 tell the TCM what drive range the transmission is in.

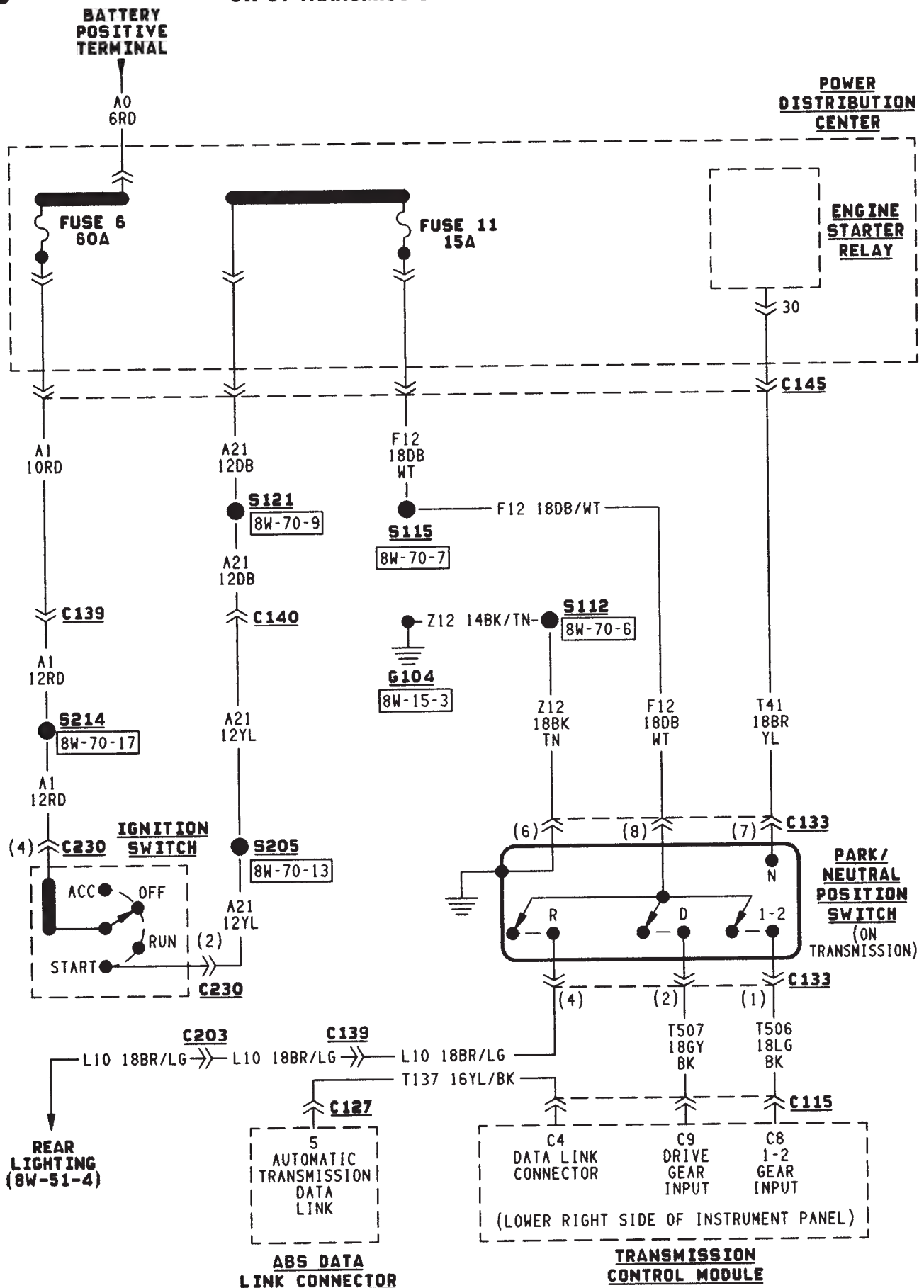
DATA LINK CONNECTOR

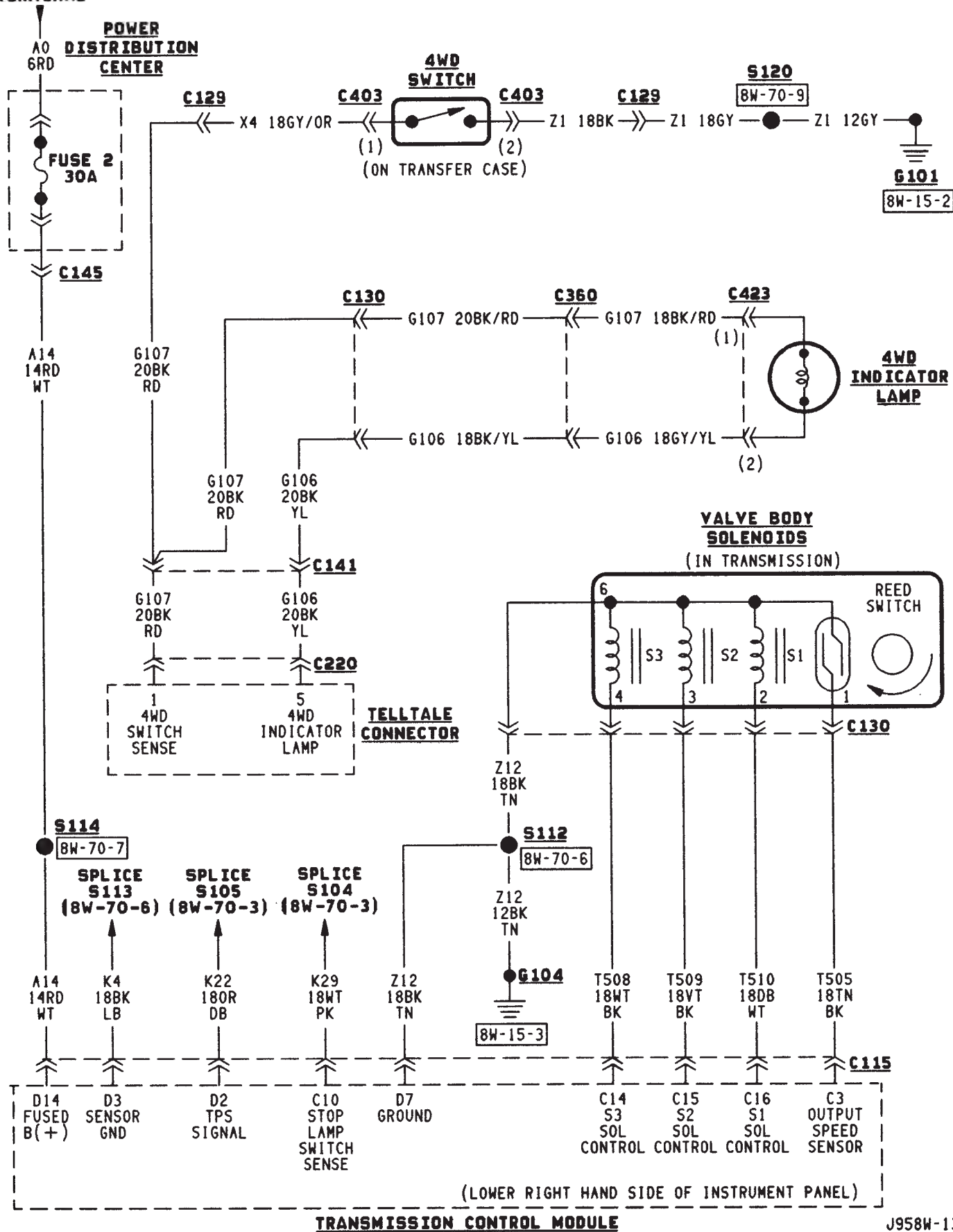
Circuit 137 from the TCM connects to the data link connector. Circuit F39 from fuse 5 in the PDC supplies power to the data link connector. Circuit Z12 provides ground for the data link connector.

DIAGRAM INDEX

Component	Page
ABS Data Link Connector	8W-31-3
4-WD Indicator Lamp	8W-31-4
4-WD Indicator Switch	8W-31-4
Fuse 2 (PDC)	8W-31-4
Fuse 6 (PDC)	8W-31-2, 3
Fuse 11 (PDC)	8W-31-3
Fuse 12 (PDC)	8W-31-2
Ignition Switch	8W-31-2, 3
Park/Neutral Position Switch	8W-31-3
Telltale Connector (Instrument Cluster)	8W-31-4
Transmission Comfort Switch	8W-31-2
Transmission Control Module	8W-31-2, 3, 4
Transmission Valve Body Solenoids	8W-31-4





BATTERY
POSITIVE
TERMINAL

ANTI-LOCK BRAKES

INDEX

	page		page
ABS Power Relay	1	Data Link Connector	2
ABS Pump Motor Relay	1	Diagram Index	3
ABS Warning Lamp	2	General Information	1
Acceleration Switch	1	Hydraulic Control Unit	2
Brake Pedal Travel Sensor	2	Pump Motor Speed Sensor	2
Brake Switch Input	2	Wheel Speed Sensors	1

GENERAL INFORMATION

Three fuses supply power for the Anti-Lock Brake System (ABS); fuses 6 and 10 in the Power Distribution Center (PDC) and fuse 2 in the fuse block. Fuses 6 and 10 in the PDC are connected directly to battery voltage and are HOT all times. Fuse 2 in the fuse block is HOT when the ignition switch is the RUN Position.

In the RUN position, the ignition switch connects circuit A1 from fuse 6 in the PDC with circuit A38. Circuit A38 connects to a bus bar in the fuse block. The bus bar feeds circuit B236 through fuse 2. Fuse 2 is a 2 amp fuse.

Circuit B236 connects to the coil side of the ABS power relay and cavity 53 of the ABS control module.

Circuit Z1 provides ground for the ABS control module. Circuit Z1 connects to cavities 1 and 19 of the ABS control module.

Refer to group 5, Brakes for operational descriptions of ABS system components.

WHEEL SPEED SENSORS

The all wheel anti-lock system uses four wheel speed sensors; one for each wheel. Each sensor converts wheel speed into an electrical signal that it transmits to the ABS control module. A pair of twisted wires connect to each sensor to provide signals to the ABS control module.

Circuits B6 and B7 provide signals to ABS control module from the right front wheel speed sensor. Circuit B6 which provides the LOW signal connects to cavity 29 of the ABS control module. Circuit B7 connects to cavity 47 of the module and provides the HIGH signal.

Circuits B8 and B9 provide signals to ABS control module from the left front wheel speed sensor. Circuit B8, which provides the LOW signal, connects to cavity 30 of the ABS control module. Circuit B9 connects to cavity 48 of the module and provides the HIGH signal.

Circuits B1 and B2 provide signals to ABS control module from the right rear wheel speed sensor. Circuit B1 which provides the LOW signal connects to

cavity 45 of the ABS control module. Circuit B2 connects to cavity 27 of the module and provides the HIGH signal.

Circuits B4 and B3 provide signals to ABS control module from the left rear wheel speed sensor. Circuit B3, which provides the LOW signal, connects to cavity 28 of the ABS control module. Circuit B4 connects to cavity 46 of the module and provides the HIGH signal.

ACCELERATION SWITCH

During four-wheel drive operation, the acceleration switch provides deceleration data to the ABS control module. Refer to Group 5, Brakes for additional information.

Circuits B515, B516, and B517 connect the acceleration sensor to the ABS control module. Circuits B515 and B516 provide switch states while circuit B517 provides ground. At the ABS control module circuit B515 connects to cavity 25, circuit B516 connects to cavity 43 and circuit B517 connects to cavity 26.

ABS POWER RELAY

The ABS power relay is located in the power distribution center (PDC). When the ABS module grounds the ABS power relay on circuit B207, the relay switches to connect circuit A20 from PDC fuse 10 to circuit B235. Circuit B236 from fuse 7 in the fuse block splices to feed the coil side of the ABS power relay. Circuit B207 connects to cavity 34 of the ABS control module.

Circuit B235 is double crimped at the ABS power relay. One branch of circuit B235 supplies power to the coil side of the ABS pump motor relay. The other branch of circuit B235 splices to cavities 3 and 33 of the ABS control module and to the hydraulic control unit.

ABS PUMP MOTOR RELAY

The ABS pump motor relay in the power distribution center (PDC) supplies voltage to the ABS pump motor. When the ABS power relay energizes, circuit B235 supplies battery voltage to the coil side of the

ABS pump motor relay. The ABS control module provides ground for the relay on circuit B116. Circuit B116 connects to cavity 15 of the ABS control module.

When the ABS pump motor energizes, it connects circuit A10 from PDC fuse 8 to circuit B233. Circuit B233 supplies battery voltage to the pump motor. Circuit Z12 provides ground for the pump motor.

PUMP MOTOR SPEED SENSOR

The input from the pump motor speed sensor tells the ABS control module that the pump is operating. Circuits B219 and B220 from the control module connect to the speed sensor.

BRAKE SWITCH INPUT

Circuit L50 from the stop lamp provides the brake switch input to the ABS control module. When the brake pedal is depressed, the stop lamp switch closes to supply battery voltage from circuit L9 to circuit L50. Circuit L50 connects to cavity 32 of the ABS control module. Circuit L9 originates at fuse 4 in the Power Distribution Center (PDC).

HYDRAULIC CONTROL UNIT

When the ABS power relay energizes, two branches of circuit B235 splice to supply voltage to the isolation and decay solenoids in the hydraulic control unit. The hydraulic control unit contains three separate isolation solenoids and three separate dump solenoids. The ABS control module activates the decay and isolation solenoids by providing separate ground paths for each.

The ABS module provides a ground path for the rear isolation solenoid on circuit B251. Circuit B251 connects to cavity 54 of the ABS control module.

For the right front isolation solenoid, the ABS module provides a ground path on circuit B249. Circuit B249 connects to cavity 38 of the ABS control module.

On circuit B245, the ABS control module provides ground for the left front isolation solenoid. Circuit B245 connects to cavity 20 of the ABS control module.

The ABS control module provides a ground path for the rear dump solenoid on circuit B254. Circuit B254 connects to cavity 36 of the ABS control module.

For the right front dump solenoid, the ABS module provides a ground path on circuit B248. Circuit B248 connects to cavity 21 of the ABS control module.

On circuit B243, the ABS module provides ground for the left dump solenoid. Circuit B243 connects to cavity 2 of the ABS control module.

ABS WARNING LAMP

Circuit F87 provides power for the ABS warning lamp at the instrument cluster. Ground for the ABS warning lamp is provided by either the ABS control module or by the ABS power relay when the relay is not energized. The ABS control module illuminates the lamp by providing ground on circuit B205.

Circuit B205 splices to connect to circuit B235 through a diode. When the ABS power relay is not energized, it connects circuit B235 to circuit Z12. The ground path for the warning lamp is through the diode to circuit B235, through the ABS power relay to ground on circuit Z12.

The diode between circuit B205 and B235 prevents voltage from flowing to the ABS control module when the ABS power relay switches to supply power on circuit B235.

DATA LINK CONNECTOR

Circuit D1 from cavity 23 of the ABS control module receives data from the DRB scan tool through the data link connector. The ABS control module transmits data to the scan tool through the connector on circuit D2. Circuit D2 originates at cavity 42 of the ABS control module.

Through the data link connector, circuit Z12 provides ground for the DRB scan tool. Circuit Z12 terminates at the right rear of the engine.

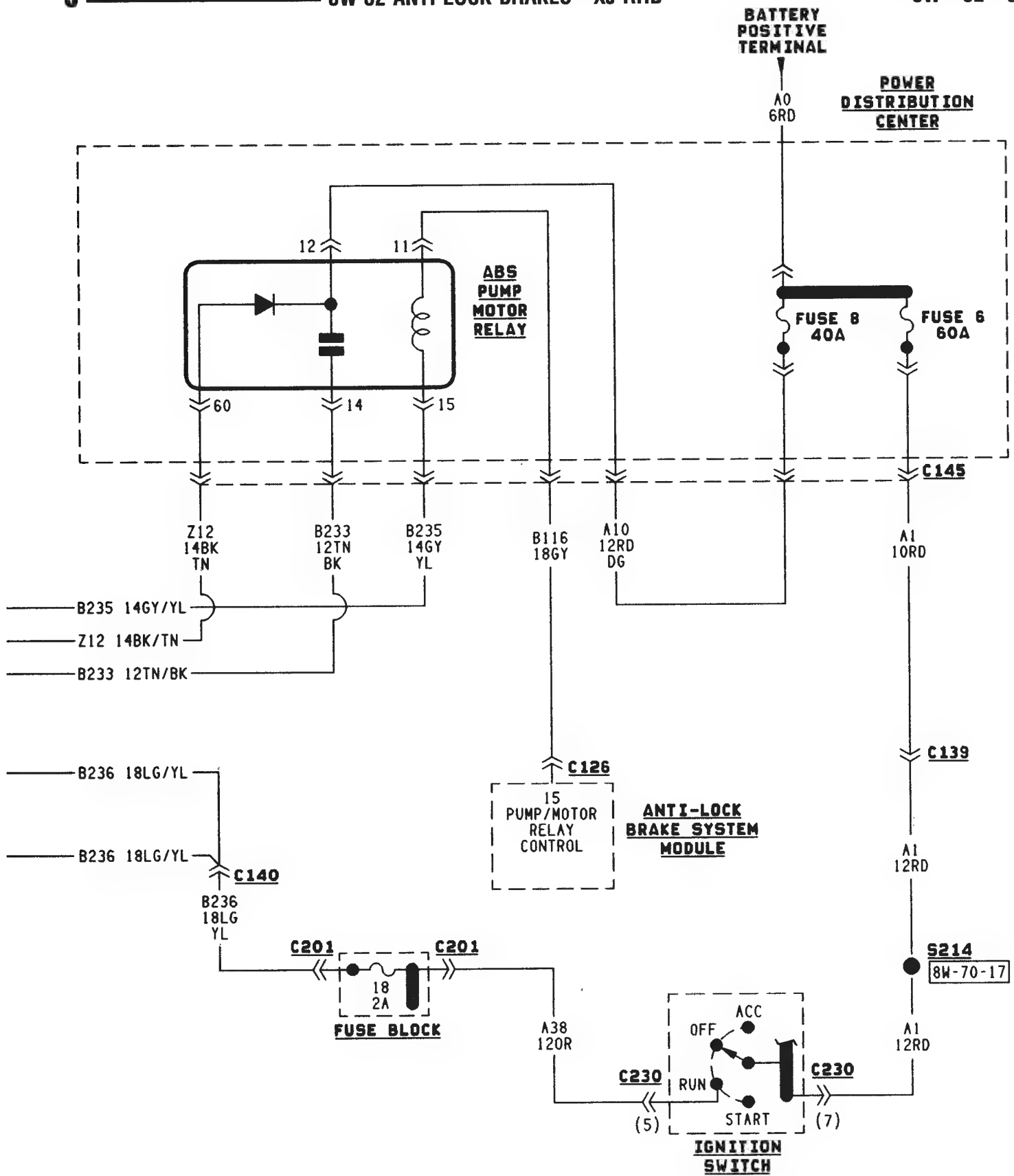
Circuit A4 from fuse 7 in the Power Distribution Center (PDC) supplies power to fuse 13 in the PDC. Fuse 13 powers circuit F39 which supplies battery voltage to the scan tool through the diagnostic connector.

HELPFUL INFORMATION

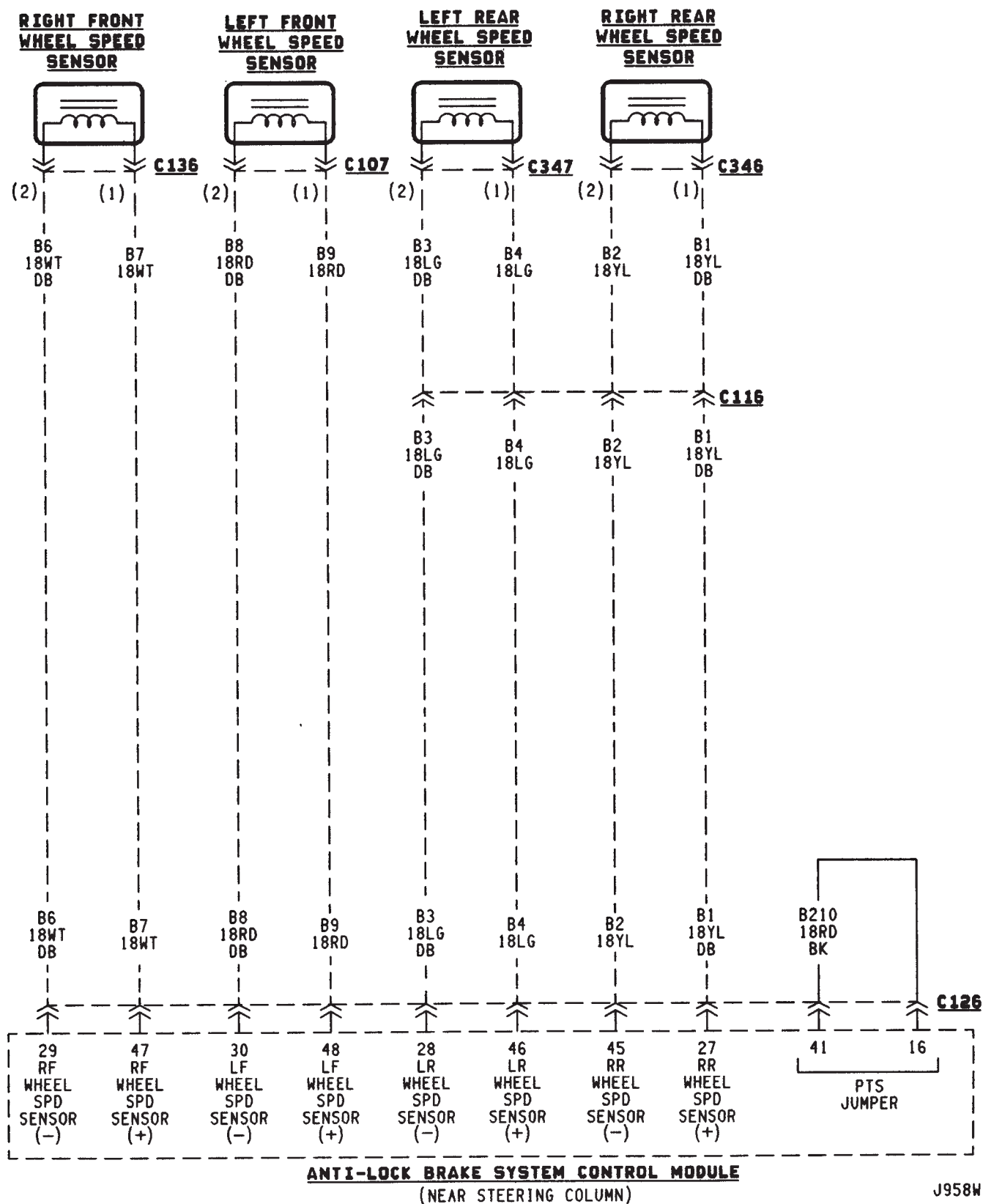
- Check fuses 7 and 13 in the PDC.
- If the vehicle is equipped with an automatic transmission, circuits D1 and D2 are double crimped at the data link connector and connect to the Powertrain Control Module (PCM).

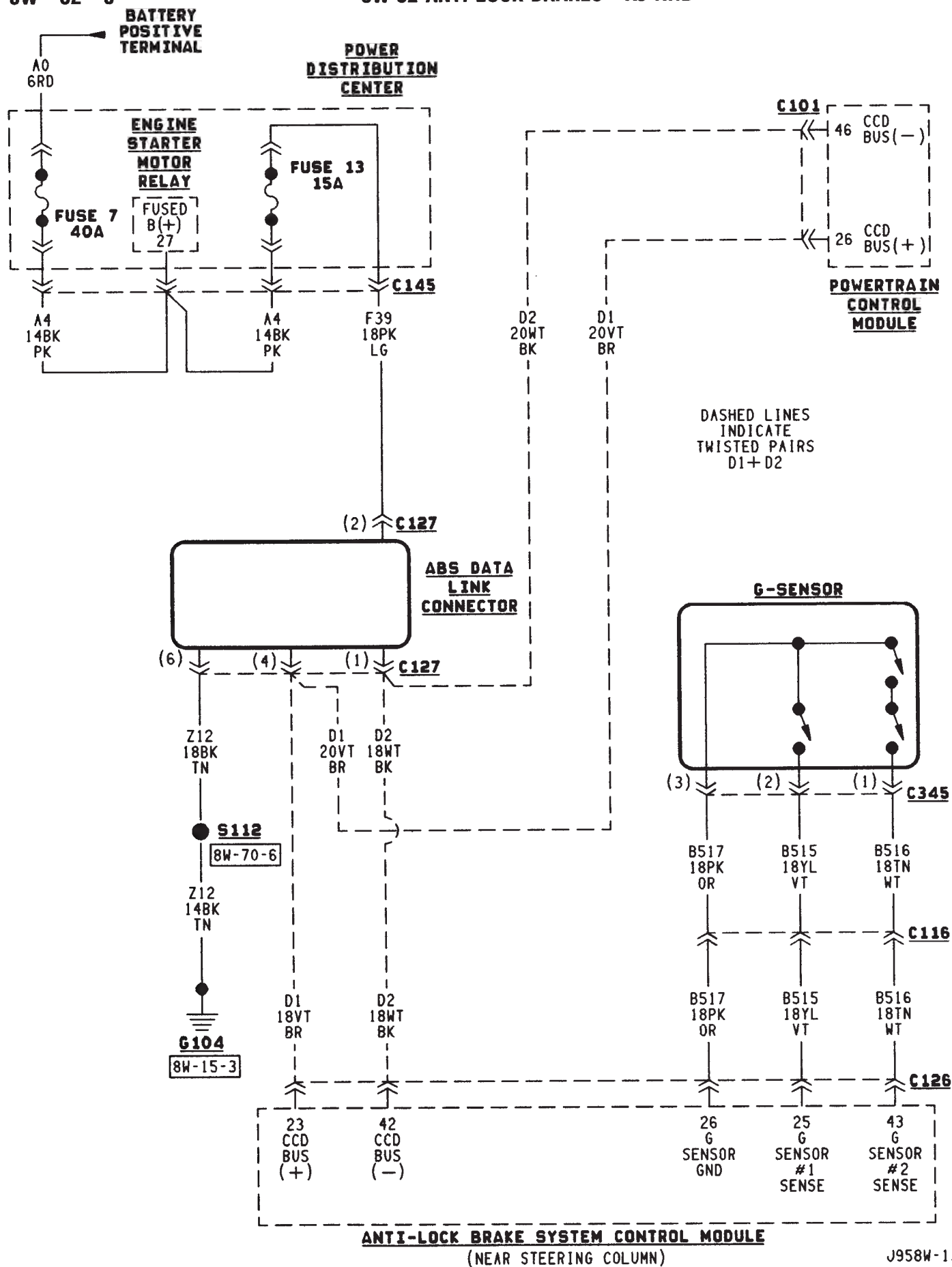
DIAGRAM INDEX

Component	Page
ABS Control Module	.8W-32-4 thru 8
ABS Hydraulic Unit	.8W-32-6
ABS Power Relay	.8W-32-4
ABS Pump Motor	.8W-32-4
ABS Pump Motor Relay	.8W-32-5
Data Link Connector	.8W-32-8
Diode	.8W-32-6
Fuse 6 (PDC)	.8W-32-5
Fuse 7 (PDC)	.8W-32-8
Fuse 8 (PDC)	.8W-32-5
Fuse 10 (PDC)	.8W-32-4
Fuse 13 (PDC)	.8W-32-8
Fuse 18 (Fuse Block)	.8W-32-5
G-Sensor	.8W-32-8
Ignition Switch	.8W-32-5
Powertrain Control Module	.8W-32-8
Telltale Connector (Instrument Cluster)	.8W-32-6
Wheel Speed Sensors	.8W-32-7



DASHED LINES INDICATE
TWISTED PAIRS
B1+B2, B3+B4, B6+B7, B8+B9





VEHICLE SPEED CONTROL

VEHICLE SPEED CONTROL

The vehicle speed control system is operated by the Powertrain Control Module (PCM).

Circuit F12 from fuse 11 in the Power Distribution Center (PDC) supplies battery voltage to the vehicle speed control ON/OFF switch. Circuit A21 supplies voltage to fuse 11 when the ignition switch is in the START or RUN positions. In the START or RUN position the ignition switch connects circuit A21 with circuit A1. Fuse 6 in the PDC protects circuit A1.

The vehicle speed control ON/OFF switch supplies voltage to the SET/COAST and RESUME/ACCEL switches. Both switches send signals to the PCM (which supplies the ground path for the switches).

The PCM controls the vent and vacuum functions of the speed control servo on circuits V35 and V36. Depending on the signal it receives from the vehicle speed control switches, the PCM either applies vacuum to, or vents vacuum from, the servo. Circuit V36 from cavity 33 of the PCM sends the vacuum signal to the servo. Circuit V35 from cavity 53 sends the vent signal.

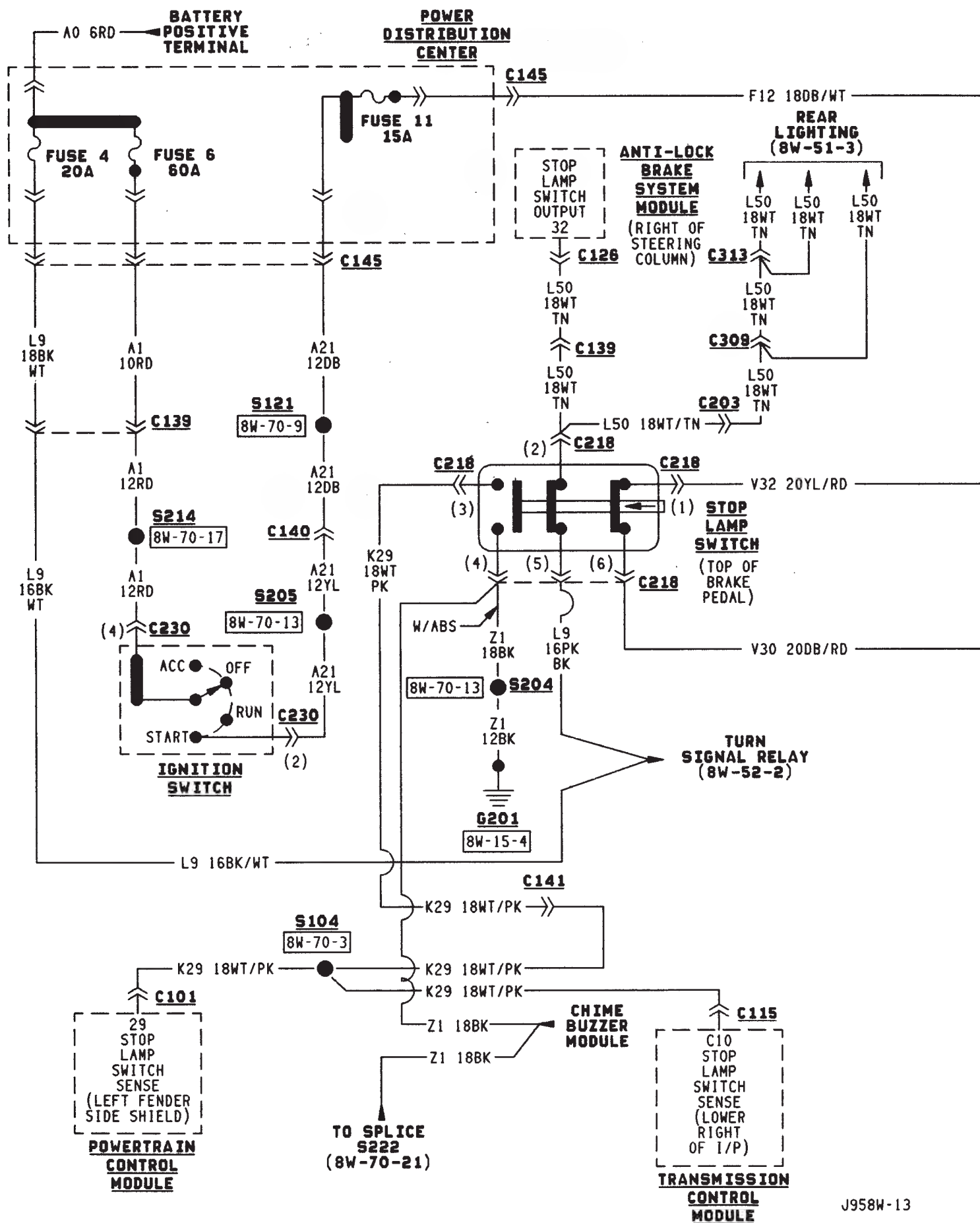
Circuit V32 signals to the PCM that the speed control switch is in the ON position. The V32 circuit connects to cavity 49 of the PCM.

Circuit V31 provides the SET/COAST signal to cavity 48 of the PCM. Circuit V33 sends the RESUME/ACCEL signal to cavity 50 of the PCM.

Circuit K29 connects to cavity 29 of the PCM and to ground through the stop lamp switch. The stop lamp switch OPENS when the operator depresses the brake pedal. The PCM disables speed control when the stop lamp switch opens. From the stop lamp switch, circuit Z1 provides ground for circuit K29.

DIAGRAM INDEX

Component	Page
ABS Control Module	8W-33-2
Fuse 4 (PDC)	8W-33-2
Fuse 6 (PDC)	8W-33-2
Fuse 11 (PDC)	8W-33-2
Ignition Switch	8W-33-2
Powertrain Control Module	8W-33-2, 3
Stop Lamp Switch	8W-33-2
Transmission Control Module	8W-33-2
Vehicle Speed Control Servo	8W-33-3
Vehicle Speed Control Switch	8W-33-3



INSTRUMENT CLUSTER

INDEX

	page		page
ABS Warning Lamp	2	Instrument Cluster	1
Brake Warning Lamp	1	Low Washer Fluid Warning Lamp	1
Cluster Ground	1	Malfunction Indicator Lamp (MIL)	1
Diagram Index	1	Oil Pressure Warning Lamp	1
Engine Coolant Temperature Warning Lamp	1	Seat Belt Indicator Warning Lamp	1
Four-Wheel Drive (4WD) Switch	1	Speedometer	1
Fuel Gauge	1	Tachometer	2
High-Beam Indicator Lamp	1	Turn Signal Indicator Lamps	1

INSTRUMENT CLUSTER

The instrument cluster contains the gauges and warning lamps. All gauges have magnetic movements.

When the ignition switch is in the START or RUN position, circuit A21 feeds circuit F87 through fuse 26 in the fuse block. Circuit A1 from fuse 6 in the Power Distribution Center (PDC) supplies voltage to circuit A21. Circuit A1 is HOT at all times.

Circuit F87 connects to the cluster connector to power the gauges and to the telltale connector to power the warning lamps.

Circuit E2 from fuse 25 in the fuse block feeds the illumination lamps. Circuit E2 originates at the headlamp switch and continues through fuse 25. The headlamp switch powers circuit E2 when the parking lamps or headlamp are ON.

Circuit Z2 provides ground for the indicator lamps and illumination lamps.

ENGINE COOLANT TEMPERATURE WARNING LAMP

Circuit G20 connects the engine coolant temperature warning lamp to the engine coolant temperature switch. When the switch closes, battery voltage from circuit F87 flows through the lamp to ground through the switch on circuit G20. The engine coolant temperature switch is case grounded to the engine. Circuit F87 connects to the instrument cluster connector and supplies voltage for the lamp.

Circuit G20 also connects to the warning lamp to ground when the ignition switch is in the START position. When the ignition switch is in the START position, the lamp illuminates for a bulb test.

FUEL GAUGE

The fuel level sensor is a variable resistor. Circuit G4 connects the fuel level sensor to the fuel gauge in the instrument cluster. Circuit F87 from fuse 26 in the fuse block supplies voltage to the fuel gauge. The fuel level sensor draws voltage from circuit F87 through the fuel gauge on circuit G4. Circuit G4 con-

nects to the fuel level sensor. Circuit Z1 provides the ground path for the fuel level sensor.

As current flows through the coils in the fuel gauge, it creates a magnetic field. One of the coils in the gauge receives fixed current. The other coil is connected to the level sensor. The magnetic field controls the position of the fuel gauge pointer.

The fuel level sensor contains a variable resistor. As the position of the float arm on the fuel level sensor changes, the resistor changes the current flow through second coil in the fuel gauge. A change in current flow alters the magnetic field in the fuel gauge, which changes the pointer position.

OIL PRESSURE WARNING LAMP

The case grounded oil pressure switch connects to circuit G6. Circuit G6 connects to the oil pressure warning lamp. Circuit F87 connects to the instrument cluster connector and supplies battery voltage to oil pressure lamp.

When the oil pressure switch close, battery voltage flows through the warning lamp to ground through the switch, illuminating the lamp.

SPEEDOMETER

The speedometer and odometer receive a signal from the vehicle speed sensor on circuit G7. Circuit G7 also connects to the Powertrain Control Module (PCM) at cavity 47.

MALFUNCTION INDICATOR LAMP (MIL)

The PCM provides ground for the instrument cluster malfunction indicator lamp on circuit G3. Circuit G3 connects to cavity 32 of the PCM. Circuit F87 provides voltage for the lamp. The MIL displays the message CHECK ENGINE when illuminated.

For information regarding diagnostic trouble code access using the MIL lamp, refer to Group 14, Fuel Systems.

LOW WASHER FLUID WARNING LAMP

Circuit G29 connects the low washer fluid switch to the warning lamp in the instrument cluster. Circuit F12 supplies battery voltage to the switch.

When the low washer fluid switch closes, it connects circuits G29 and F12. Battery voltage from circuit F12 powers the low washer fluid lamp. Circuit Z1 at the instrument cluster provides ground to illuminate the warning lamp.

SEAT BELT INDICATOR WARNING LAMP

The seat belt indicator warning lamp is activated by the chime/buzzer on circuit G11. Circuit G11 supplies power to instrument cluster for the lamp. Circuit Z1 provides ground for the lamp at the cluster.

The chime/buzzer module powers circuit G11 after it receives an input on circuit G10 indicating the seat belt switch is open.

HIGH-BEAM INDICATOR LAMP

Circuit L3 supplies power for the high beam indicator lamp. The ground path for the lamp is through circuit Z1. Circuit Z1 provides ground for the indicator lamp at the cluster.

ABS WARNING LAMP

Circuit F87 provides power for the ABS warning lamp at the instrument cluster. Ground for the ABS warning lamp is provided by either the ABS control module or by the ABS power relay when the relay is not energized. The ABS control module illuminates the lamp by providing ground on circuit B205.

Circuit B205 splices to connect to circuit B235 through a diode. When the ABS power relay is not energized, it connects circuit B235 to circuit Z12. The ground path for the warning lamp is through the diode to circuit B235, through the ABS power relay to ground on circuit Z12.

The diode between circuits B205 and B235 prevents voltage from flowing to the ABS control module when the ABS power relay switches to supply power on circuit B235.

TURN SIGNAL INDICATOR LAMPS

Circuits L61 and L60 power for the turn signal indicator lamps. Circuit L61 powers the left indicator lamp. Circuit L60 powers the right indicator lamp. Circuit Z1 provides ground for the lamps.

BRAKE WARNING LAMP

Circuit F87 supplies power to the park brake lamp. Ground for the park brake lamp is supplied through the case grounded park brake switch or brake warning switch on circuit G9. Circuit G9 connects to the brake warning lamp at the instrument cluster.

FOUR-WHEEL DRIVE (4WD) SWITCH

When the 4WD switch closes, circuit Z1 provides ground for the 4WD indicator lamp in the instrument cluster. Circuit F87 connects to the instrument cluster and supplies battery voltage to the 4WD indicator lamp. Circuit G107 connects the indicator lamp to the 4WD switch. Circuit G106 connects the lamp to the instrument cluster and circuit F87.

TACHOMETER

The Powertrain Control Module (PCM) supplies the signal to the tachometer on circuit G21. Circuit G21 connects to cavity 43 of the PCM.

CLUSTER GROUND

Circuit Z1 from the instrument cluster left connector provides ground for the illumination lamps and indicator lamps.

HELPFUL INFORMATION

- If the warning lamps don't operate, check fuse 26 in the fuse block.
- If the indicator lamps don't operate, check fuse 14 in the fuse block.
- If the illumination lamps don't operate, check fuse 25 in the fuse block.

DIAGRAM INDEX

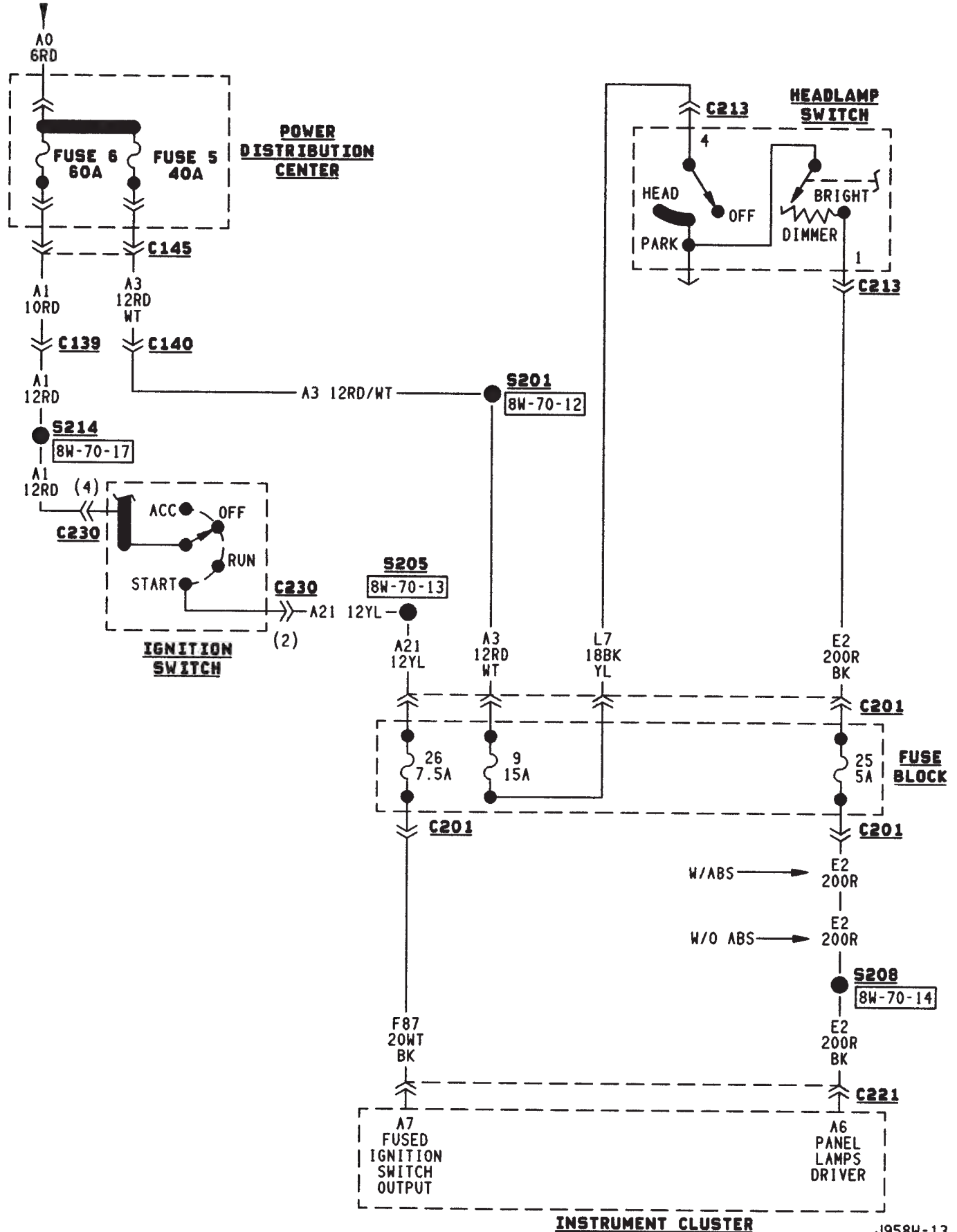
Component	Page
4WD Switch	.8W-40-9, 13
4WD Indicator Lamp	.8W-40-9, 13
ABS Control Module	.8W-40-10, 13
Brake Warning Switch	.8W-40-9, 14
Chime/Buzzer Module	.8W-40-8, 12
Dimming Module	.8W-40-11
Diode	.8W-40-13
Engine Coolant Temperature Sending Unit	.8W-40-6
Engine Oil Pressure Sending Unit	.8W-40-6
Fuse 5 (PDC)	.8W-40-4, 11
Fuse 6 (PDC)	.8W-40-4, 8, 12
Fuse 11 (PDC)	.8W-40-8, 12
Fuse 9 (Fuse Block)	.8W-40-4, 11
Fuse 25 (Fuse Block)	.8W-40-4, 11

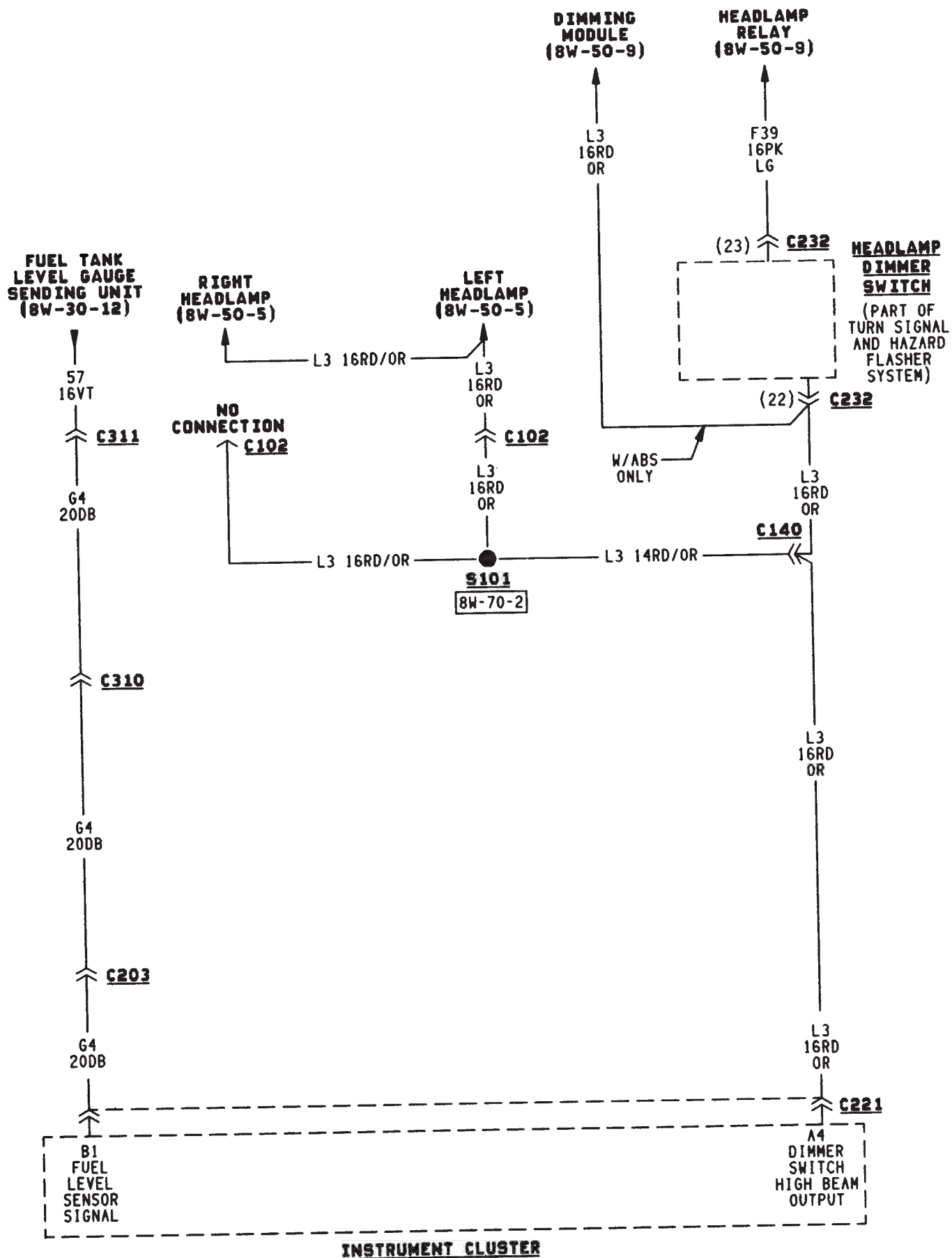
Component	Page
Fuse 26 (Fuse Block)	.8W-40-4, 8, 12
Fog Lamp Switch Lamp	.8W-40-11
Headlamp Switch	.8W-40-4, 11
Headlamp Delay Module	.8W-40-8, 12
Headlamp Dimmer Switch	.8W-40-5
Ignition Switch	.8W-40-4, 6, 8, 12, 14
Instrument Cluster	.8W-40-4 thru 7, 14
Low Washer Fluid Lamp Switch	.8W-40-8, 12
Overhead Console	.8W-40-8, 12
Park Brake Switch	.8W-40-9, 14
Powertrain Control Module	.8W-40-6, 9, 14
Telltale Connector (Instrument Cluster)	.8W-40-8 thru 14

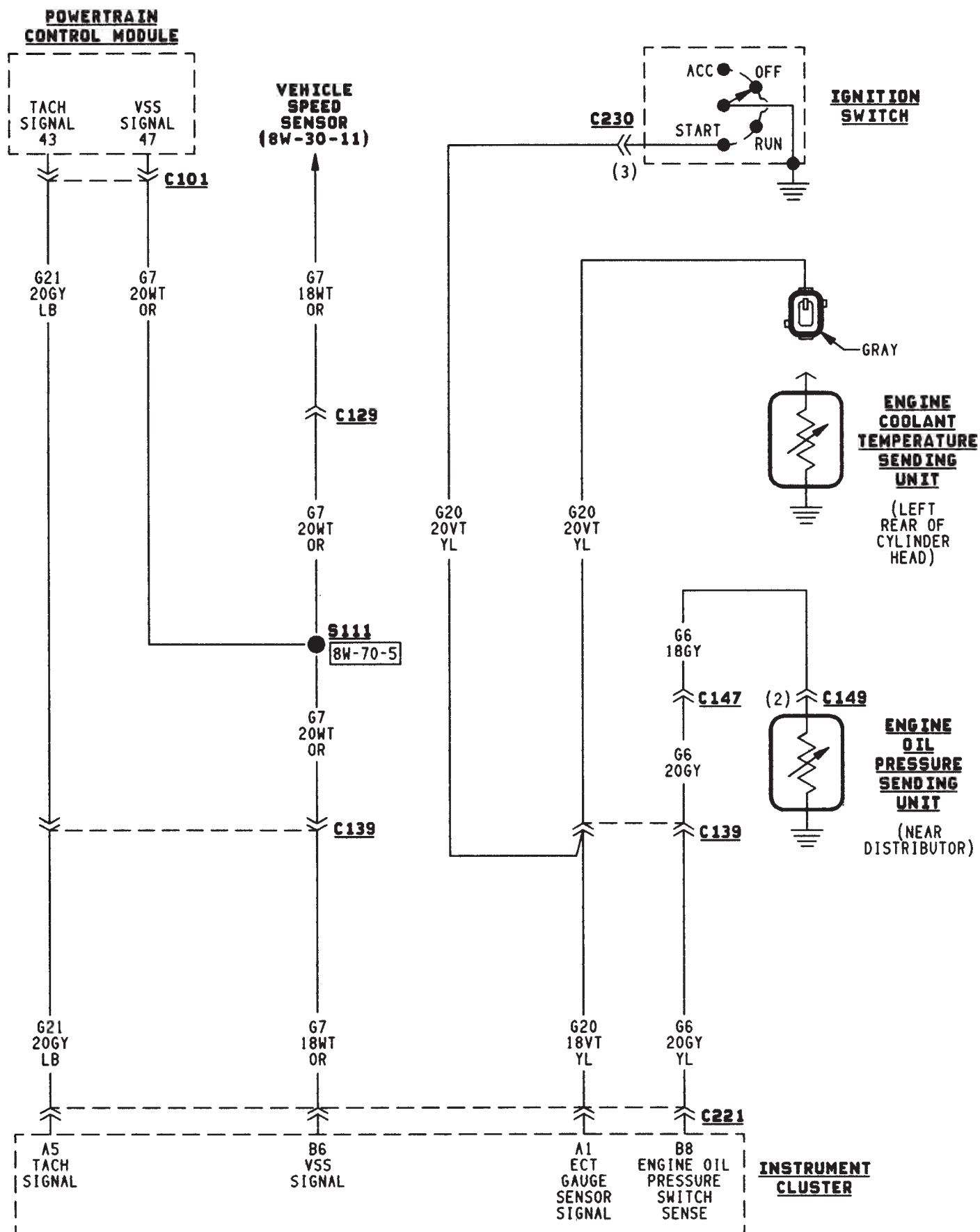
8W - 40 - 4
BATTERY
POSITIVE
TERMINAL

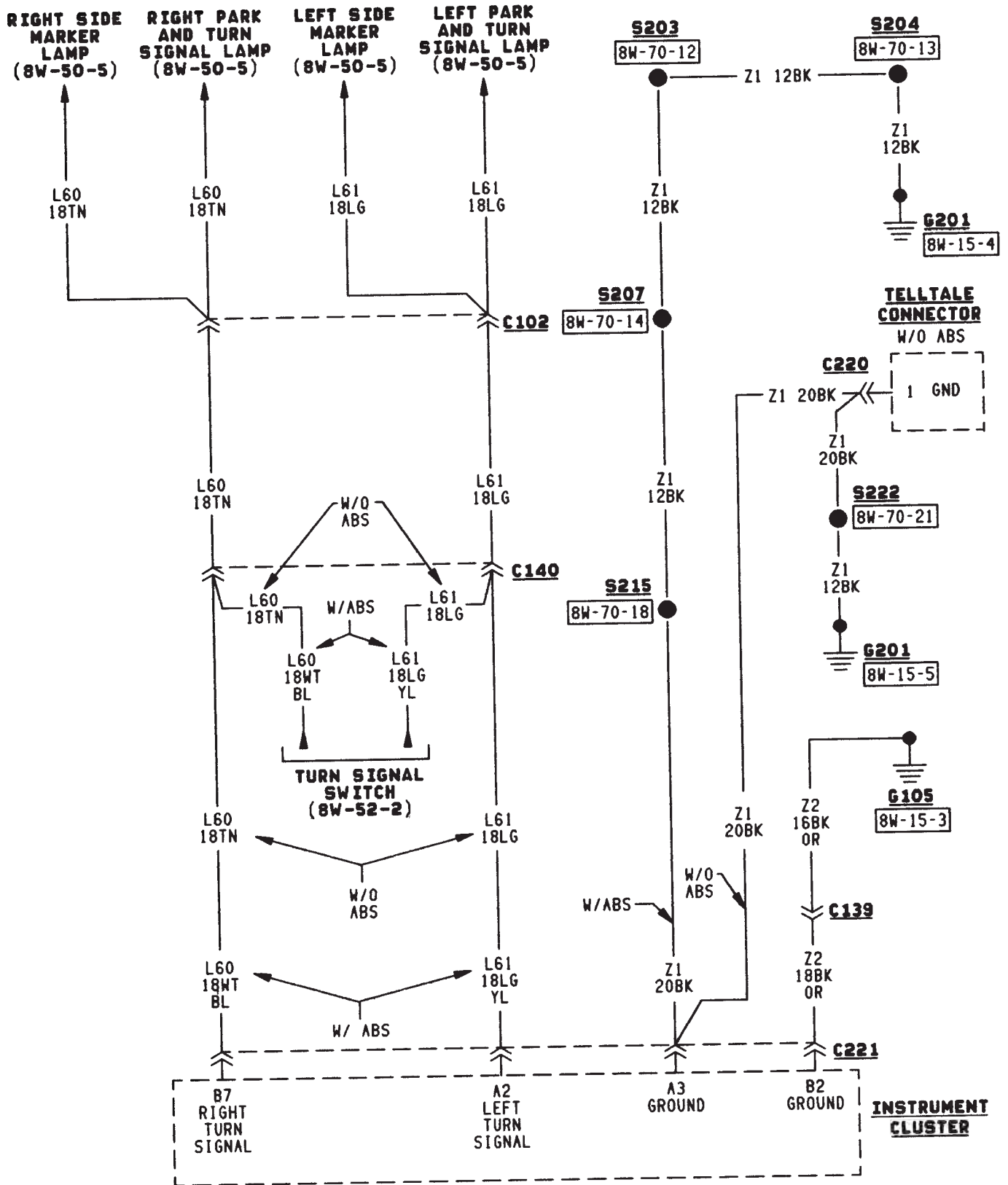
8W-40 INSTRUMENT CLUSTER—XJ-RHD

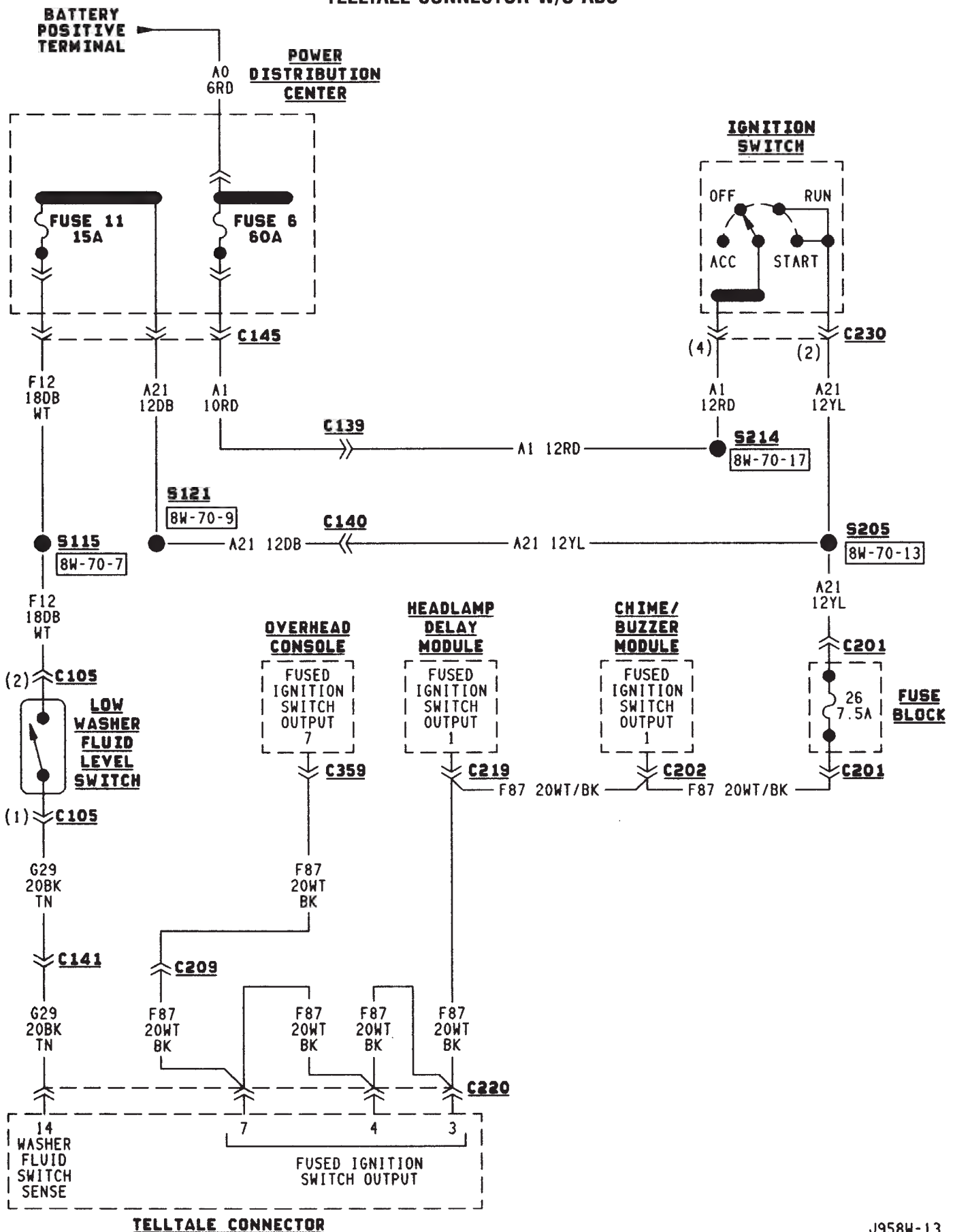
J

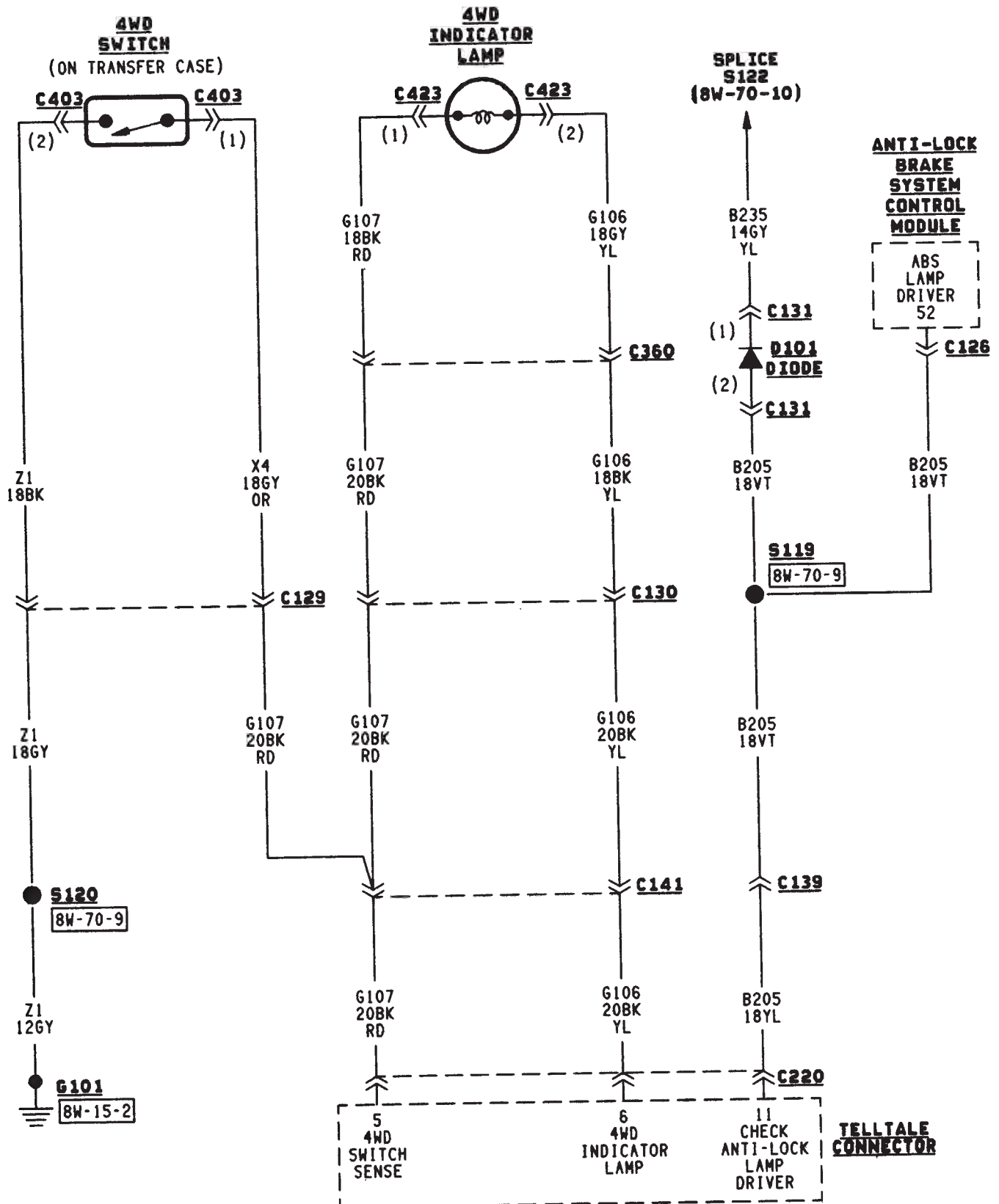


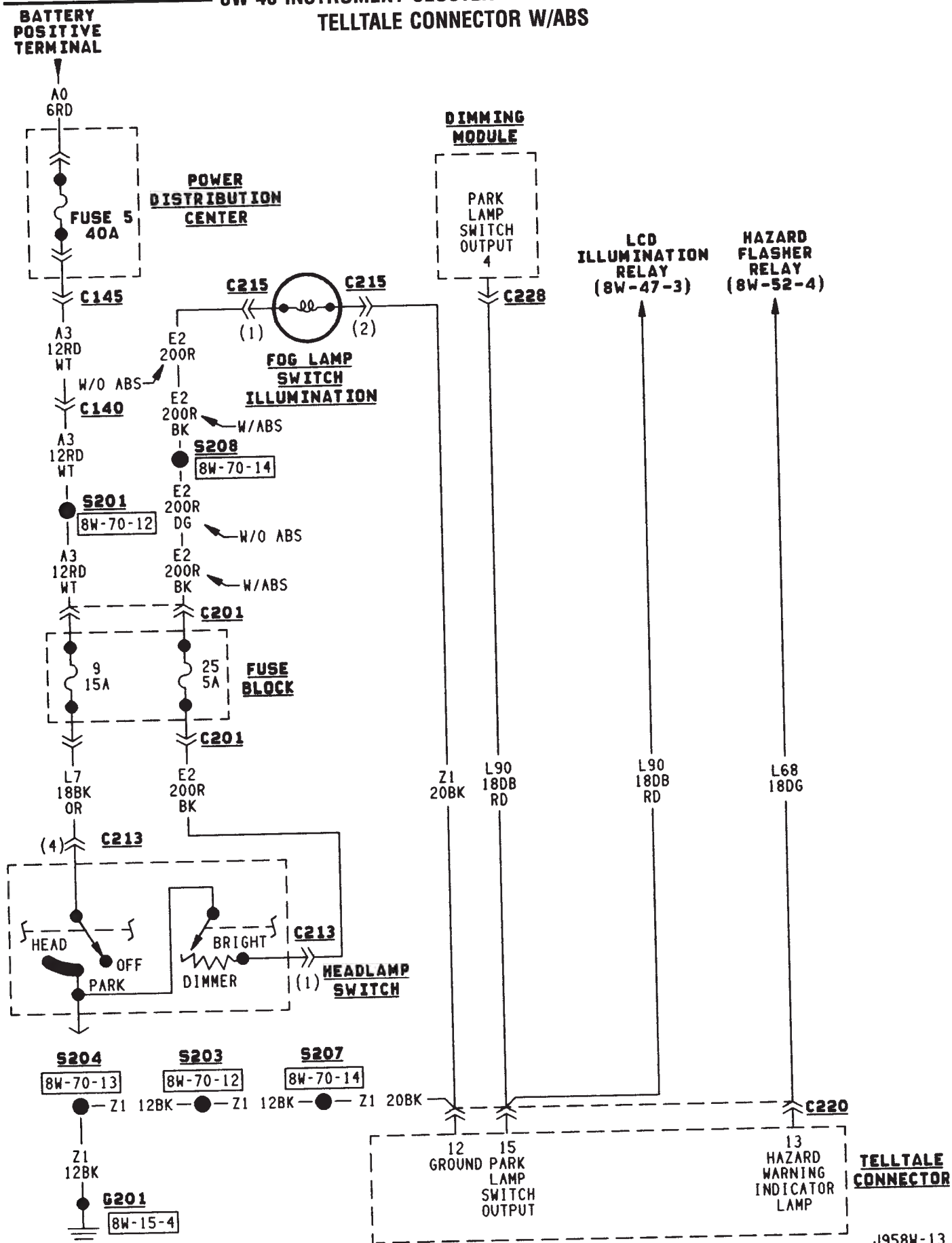




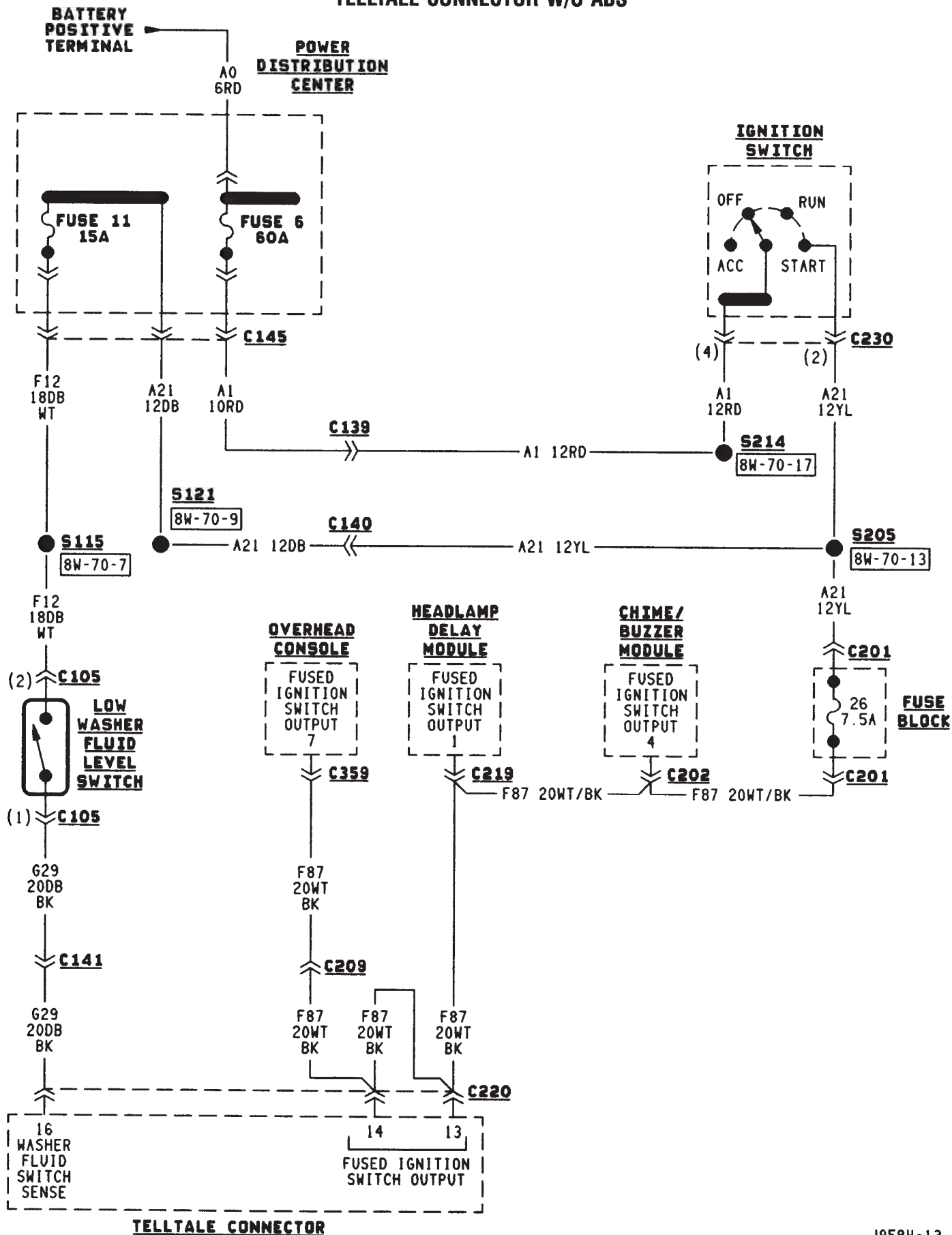


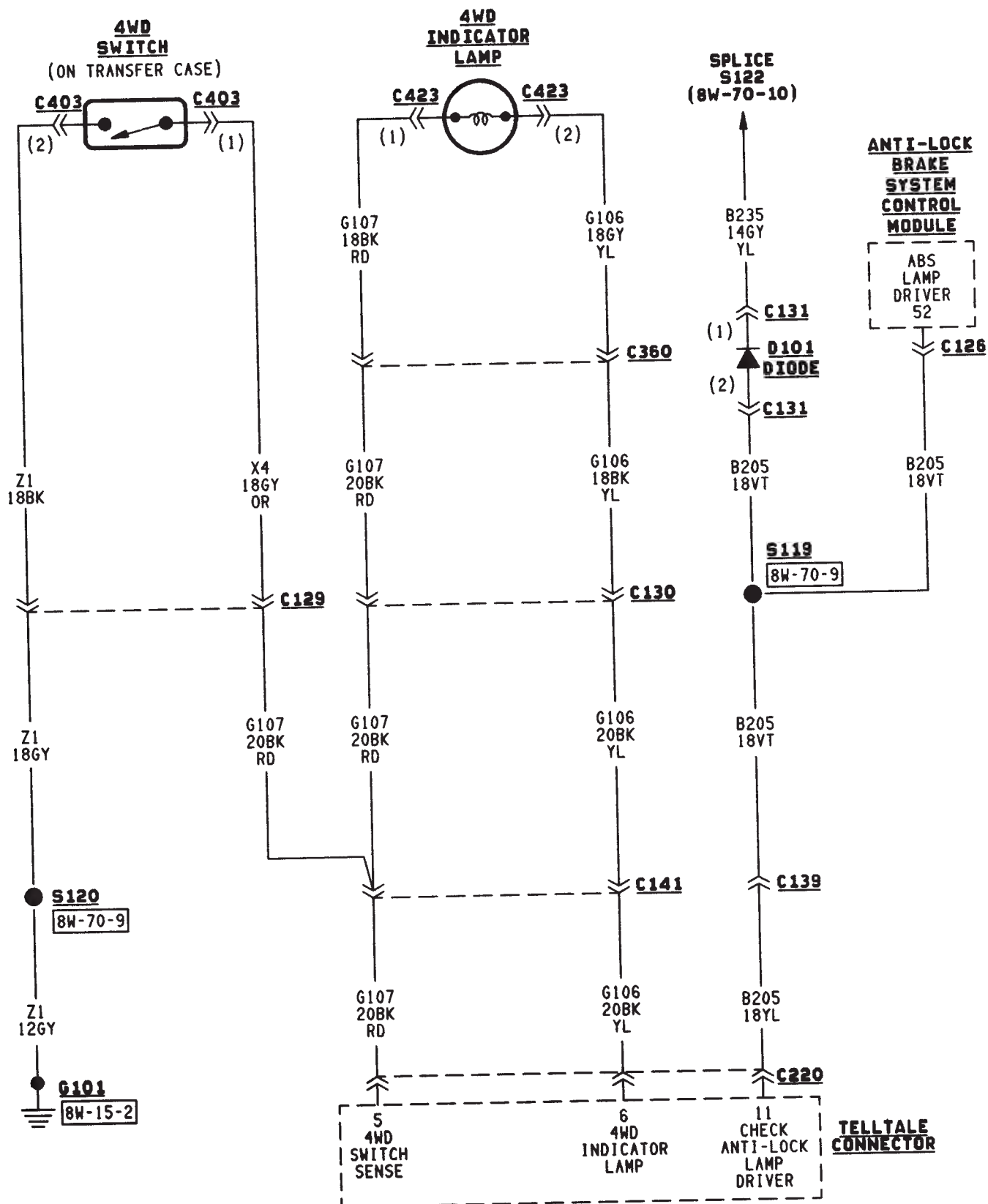






TELLTALE CONNECTOR W/O ABS





HORN/CIGAR LIGHTER

HORN

The horn system uses two switches and horn relay. The horn switches are on the steering wheel.

Circuit A7 from fuse 3 in the power distribution center (PDC) feeds a fuse block bus bar that powers circuit X4 through fuse 5 in the fuse block. Circuit X4 is HOT at all times and powers the coil and contact sides of the horn relay.

When the case grounded horn switch is depressed, circuit X3 provides ground for the coil side of the relay and the contacts close. When the contacts close, circuit X2 supplies voltage to the case grounded horns.

HELPFUL INFORMATION

- The horn switches are grounded to the steering wheel.
- Circuit X4 is double crimped at the coil side of the horn relay.
- Check fuse 3 in the PDC and fuse 5 in the fuse block.

CIGAR LIGHTER

In the ACCESSORY or RUN position, the ignition switch supplies voltage to fuse 13 in the fuse block on circuit A48. Fuse 13 feeds circuit F85 which connects to the cigar lighter. When the lighter is depressed, the contacts inside of the lighter element close and voltage flows to ground on circuit Z1.

HELPFUL INFORMATION

- In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from fuse 6 in the PDC with circuit A48.

DIAGRAM INDEX

Component	Page
Cigar Lighter	8W-41-3
Fuse 3 (PDC)	8W-41-2
Fuse 6 (PDC)	8W-41-3
Fuse 5 (Fuse Block)	8W-41-2
Fuse 13 (Fuse Block)	8W-41-3
Horns	8W-41-2
Horn Relay	8W-41-2
Horn Switch	8W-41-2
Ignition Switch	8W-41-3

BATTERY
POSITIVE
TERMINAL

A0
6RD

POWER
DISTRIBUTION
CENTER

FUSE 3
40A

C145

A7
12RD
YL

C139

A7
12RD
YL

C201

FUSE
BLOCK

C201

X4
16GY
OR

HEADLAMP
DELAY
MODULE
(8W-50-7)

X4 16GY/OR

X4
16GY
OR

C241

HORN
RELAY

RELAY
CENTER

C241

X3 20BK/RD

RIGHT
SIDE
HORN

LEFT
SIDE
HORN

X2 18DG/RD

X2 18DG/RD

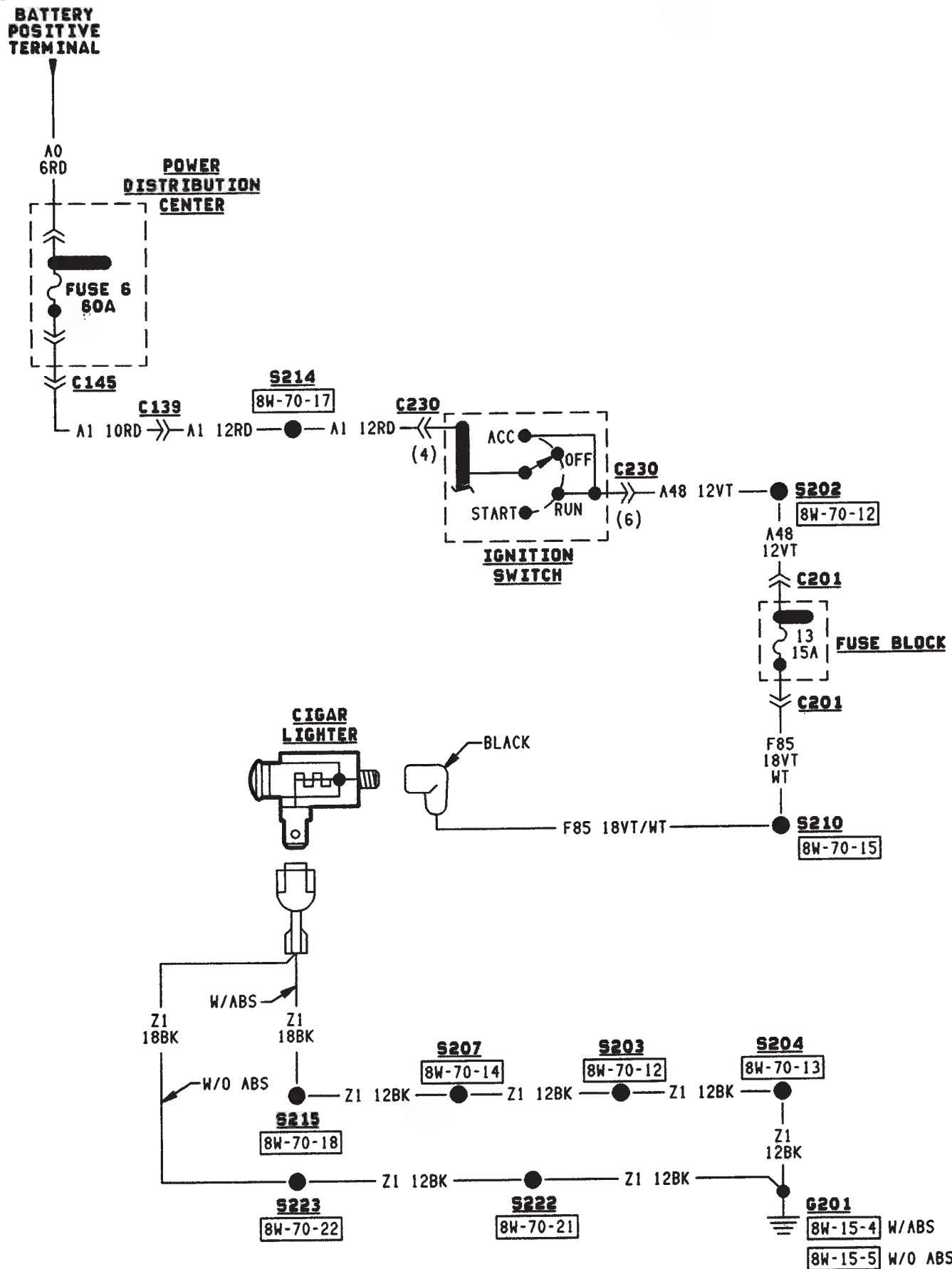
C140

X2
16DG
RD

HORN
SWITCH
(CENTER OF
STEERING
WHEEL)

HORN
BRUSH/
SLIP
RING

C238



AIR CONDITIONING/HEATER

CONTENTS

	page		page
A/C-HEATER SYSTEM	1	HEATER SYSTEM	1

GENERAL INFORMATION

This section of the wiring diagrams is divided into two sub-sections; Heater, and A/C and Heater. When

referring to the circuit descriptions or wiring diagrams, ensure that you use the correct sub-section.

HEATER SYSTEM

BLOWER MOTOR

In the RUN or ACCESSORY position, the ignition switch connects circuit A1 from fuse 6 in the PDC to circuit A48. Circuit A48 supplies battery voltage to fuse 4 in the fuse block. Fuse 4 supplies power to the heat mode switch on circuit C7.

Circuit C43 from the heat mode switch splices to supply voltage to the blower motor switch and the blower motor resistor block. The blower motor switch sets blower motor speed to HIGH, M1, M2, or LOW.

When the blower motor switch is in the LOW position, circuit C43 from the heat mode supplies voltage to the resistor block. Voltage does not pass through the blower motor switch in the LOW position.

In the M1 position, the blower motor switch supplies voltage to the resistor block on circuit C4. From

circuit C4, voltage passes through three resistors in the resistor block to the blower motor on circuit C1.

In the M2 position, the blower motor supplies voltage to the resistor block on circuit C6. From circuit C6 voltage flows through two resistors to the blower motor on circuit C1.

In the HIGH position, the blower motor switch connects directly to the blower motor on circuit C1. Voltage does not pass through the resistor block in the HIGH position.

Circuit Z1 provides ground for the blower motor.

DIAGRAM INDEX

AC/HEATER SYSTEM

GENERAL INFORMATION

Several fuses supply power for the air conditioning/ heater system. In the START or RUN positions, the ignition switch connects circuit A1 from fuse 6 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers a bus bar in the PDC that feeds circuit F12 through fuse 11. Circuit F12 feeds the contact side of the A/C compressor clutch relay and the coil side of the radiator fan relay.

In the RUN or ACCESSORY position, the ignition switch connects circuit A1 from fuse 6 in the PDC to circuit A48. Circuit A48 supplies battery voltage to

fuse 4 in the fuse block. Fuse 4 supplies power to the A/C-Heater control switch on circuit C7.

Fuse 15 in the PDC supplies battery voltage to the contact side of the radiator fan relay on circuit F141. Circuit A14 from fuse 2 in the PDC powers PDC fuse 15.

BLOWER MOTOR

In the RUN or ACCESSORY position, the ignition switch connects circuit A1 from fuse 6 in the PDC to circuit A48. Circuit A48 supplies battery voltage to

fuse 4 in the fuse block. Fuse 4 supplies power to the A/C-Heater control switch on circuit C7.

Circuit C43 from the A/C-heater switch splices to supply voltage to the blower motor switch and the blower motor resistor block. The blower motor switch sets blower motor speed to HIGH, M1, M2, or LOW.

When the blower motor switch is in the LOW position, circuit C43 from the A/C-Heater switch supplies voltage to the resistor block. Voltage does not pass through the blower motor switch in the LOW position

In the M1 position, the blower motor switch supplies voltage to the resistor block on circuit C4. From circuit C4, voltage passes through three resistors in the resistor block to the blower motor on circuit C1.

In the M2 position, the blower motor supplies voltage to the resistor block on circuit C6. From circuit C6 voltage flows through two resistors to the blower motor on circuit C1.

In the HIGH position, the blower motor switch connects directly to the blower motor on circuit C1. Voltage does not pass through the resistor block in the HIGH position.

Circuit Z1 provides ground for the blower motor.

AIR CONDITIONING OPERATION

When the A/C-heater control switch is moved to an A/C position or the defrost position, the Powertrain Control Module (PCM) receives the A/C select signal on circuit C90. Circuit C90 connects to cavity 28 of the PCM.

Circuit also C90 splices to the low pressure switch and to supply battery voltage to the coil side of the A/C compressor clutch relay. If the low pressure switch is closed, circuit C90 connects to circuit C21. Circuit C21 supplies battery voltage to the A/C cycling switch. Circuit C91 from the A/C cycling switch provides the A/C request signal to the PCM. Circuit C91 connects to cavity 27 of the PCM. Circuit Z1 provides ground for the A/C cycling switch.

After receiving the A/C request signal, the PCM supplies ground for the A/C compressor clutch relay on circuit C13. Circuit F12 from fuse 11 in the PDC supplies battery voltage to the contact side of the A/C compressor clutch relay. When the PCM grounds the relay, the contacts close and connect circuit F12 to circuit C3. Circuit C3 feeds the A/C compressor clutch.

Also after receiving the A/C request signal, the PCM supplies ground for the coil side of the radiator fan relay on circuit C27 (4.0L engine). Circuit C27 connects to cavity 31 of the PCM. Circuit F12 supplies battery voltage to the coil side of the relay.

When the PCM grounds the coil side of the radiator fan relay, the contacts close and connect circuit F141 from fuse 15 in the PDC to circuit C25. Circuit C25 feeds the radiator fan motor. Circuit Z1 provides ground for the motor.

HELPFUL INFORMATION

Circuit A14 from PDC fuse 2 powers circuit F141 through fuse 15 in the PDC.

RADIATOR FAN RELAY AND MOTOR

In the START or RUN positions, the ignition switch connects circuit A1 from fuse 6 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers a bus bar in the PDC that feeds circuit F12 through fuse 11. Circuit F12 feeds the coil side of the radiator fan relay.

The PCM supplies ground for the coil side of the radiator fan relay on circuit C27. Circuit C27 connects to cavity 31 of the PCM.

When the PCM grounds the coil side of the radiator fan relay, the contacts close and connect circuit F141 from fuse 15 in the PDC to circuit C25. Circuit C25 feeds the radiator fan motor. Circuit Z1 provides ground for the radiator fan motor.

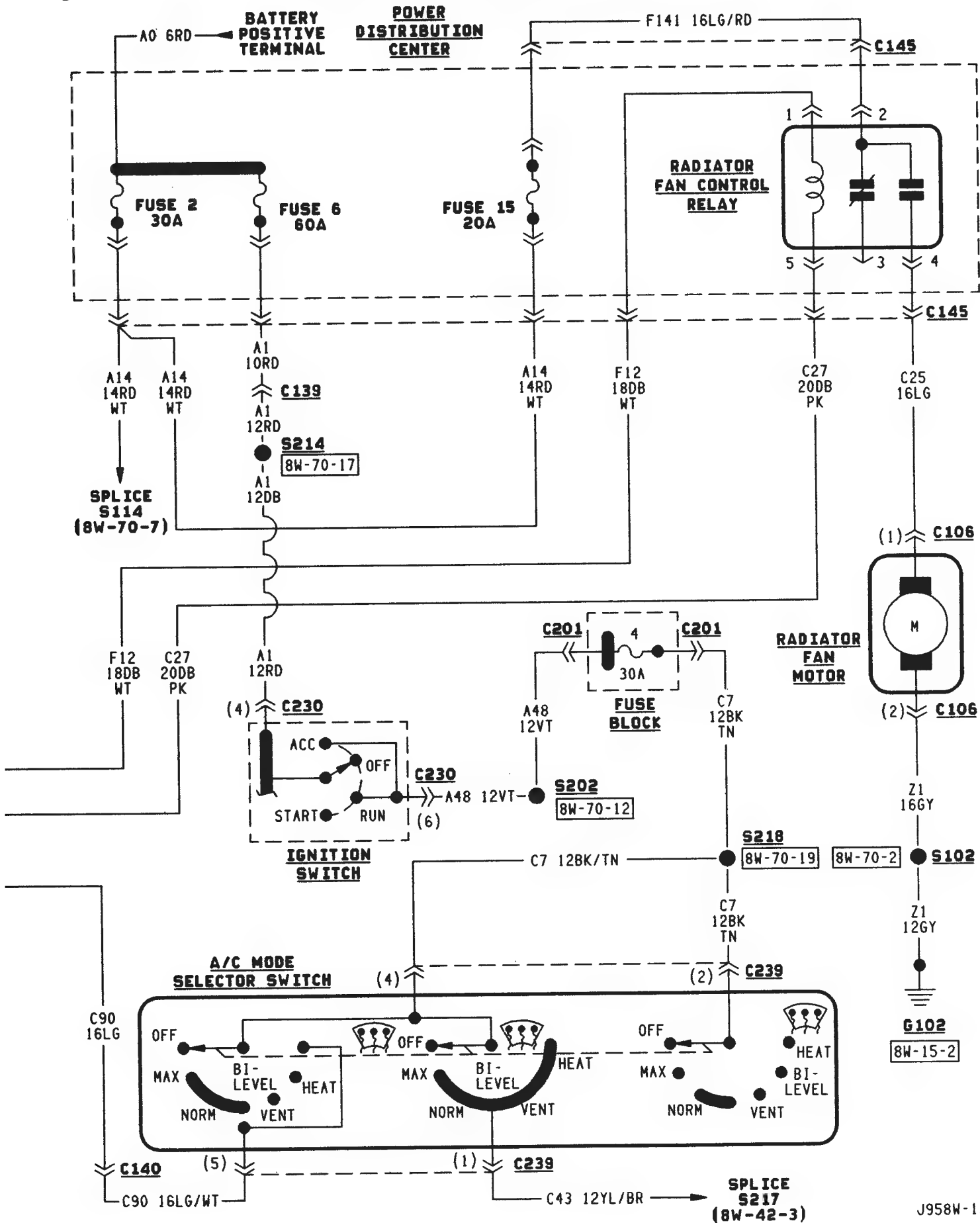
HELPFUL INFORMATION

Circuit A14 from PDC fuse 2 powers circuit F141 through fuse 15 in the PDC.

DIAGRAM INDEX

Component	Page
A/C Compressor Clutch	8W-42-4
A/C Compressor Clutch Relay	8W-42-4
A/C Cycling Switch	8W-42-4
A/C Low Pressure Switch	8W-42-4
A/C Mode Select Switch	8W-42-5
Blower Motor	8W-42-3
Blower Motor Switch	8W-42-3
Blower Motor Resistor	8W-42-3
Fuse 2 (PDC)	8W-42-5
Fuse 4 (Fuse Block)	8W-42-3, 5
Fuse 6 (PDC)	8W-42-3, 4, 5
Fuse 11 (PDC)	8W-42-4
Fuse 15 (PDC)	8W-42-5
Heater Mode Switch	8W-42-3
Ignition Switch	8W-42-3, 4, 5
Powertrain Control Module	8W-42-4
Radiator Fan Motor	8W-42-5
Radiator Fan Relay	8W-42-5





INTERIOR LIGHTING

INDEX

	page		page
Cargo Lamp and Dome Lamp	1	Ignition Switch Lamp	1
Chime/Buzzer Module	2	Instrument Panel Illumination Lamps	1
Diagram Index	2	Reading Lamps	1
General Information	1	Underhood Lamp	1
Glove Box Lamp	1	Visor Vanity Mirror Lamps	1

GENERAL INFORMATION

Circuit M1 supplies power to the glove box lamp, dome lamp, reading lamps, cargo lamp and vanity lamps. Circuit M1 is protected by fuse 16 in the Power Distribution Center (PDC).

Circuit E2 supplies power for the instrument panel illumination lamps.

INSTRUMENT PANEL ILLUMINATION LAMPS

Circuit E2 from the headlamp switch splices to supply power to the following illumination lamps:

- Ash receiver lamp
- Cigar lighter lamp
- Transmission range indicator lamp
- Transfer case range indicator lamp
- A/C-Heater switch lamp
- Heated rear window switch lamp
- Rear wiper switch lamp
- Fog lamp switch lamp

Fuse 25 in the fuse block protects circuit E2. Circuit Z1 provides ground for all of the illumination lamps except for the cigar lighter lamp. The cigar lighter lamp is case grounded.

HELPFUL INFORMATION

Circuit E2 also supplies power to the radio, LCD relay and the illumination lamps in the instrument cluster.

IGNITION SWITCH LAMP

Circuit M50 supplies voltage to the ignition switch lamp. Circuit Z1 provides ground for the lamp.

GLOVE BOX LAMP

Circuit M1 from fuse 16 in the Power Distribution Center (PDC) powers the glove box lamp. A case grounded switch, in series after the lamp, closes when the glove box door is opened. The switch completes a path to ground on circuit Z1.

CARGO LAMP AND DOME LAMP

Circuit M1 from fuse 16 in the Power Distribution Center (PDC) supplies power to the cargo lamp and

dome lamp. The M1 circuit is HOT at all times. The ground path for the lamp is provided in three different ways.

One way is through the door jamb switches. Circuit M2 connects to the door jamb switches to the dome lamp and cargo lamp. The switches are connected to ground circuit Z1. When a door is opened, the plunger in the switch closes, completing a path to ground.

The second way is through the liftgate switch. Circuit G71 connects to circuit M2 at the cargo lamp connector. Circuit G71 connects to the liftgate switch. The liftgate switch connects to ground circuit Z1. When the lift gate opens, the plunger in the switch closes, completing a path to ground.

The third ground path is through the headlamp switch. Circuit M2 is spliced in with the headlamp switch. When the operator turns the headlamp switch to the dome lamp ON position, a ground path is provided through the switch.

READING LAMPS

Circuit M1 from fuse 16 in the Power Distribution Center (PDC) supplies power to the reading lamps. Circuit M1 is HOT at all times. When the operator depresses the reading lamp, the reading lamp switch closes and supplies ground on circuit Z1.

VISOR VANITY MIRROR LAMPS

Circuit M1 from fuse 16 in the Power Distribution Center (PDC) supplies power to the vanity lamps. Circuit M1 is HOT at all times. When the vanity lamps switch closes, voltage flows to vanity mirror lamps. The vanity mirror is case grounded.

UNDERHOOD LAMP

Circuit A7 from fuse 16 in the Power Distribution Center (PDC) supplies battery voltage for the underhood lamp. A mercury switch, in series after the lamp, connects the lamp to ground on circuit Z1. When the hood is raised, mercury inside the switch moves to a position where it connects circuit M1 to ground circuit Z1, illuminating the lamp.

CHIME/BUZZER MODULE

The buzzer or optional chime module sounds an audible warning tone. The tone sounds for seat belt warning and when the ignition key is in the ignition switch while the drivers door is open. The tone also sounds when the ignition key is in the ON position while the drivers side seat belt is not buckled. Lastly, the tone sounds when the headlamps are ON when the ignition is OFF. Refer to Group 8U for system operation.

When the ignition switch is in the RUN or START position, fuse F87 from fuse 26 in the fuse block supplies power to the chime/buzzer module. Circuit A21 from the ignition switch supplies power to fuse 26.

Circuit L7 from fuse 9 in the fuse block also supplies power to the chime/buzzer module. Circuit A3 from fuse 5 in the Power Distribution Center (PDC) powers fuse 9.

When the parking lamps or headlamps are ON, the headlamp switch connects circuit G26 with the drivers side door jamb switch. Circuit G26 also connects to the key-in switch. Circuit M11 connects the key-in switch to the chime module and the headlamp switch.

If the headlamps are ON, and the drivers door opens, ground for the chime/buzzer is on circuit C26 from the headlamp switch through the door jamb switch to circuit Z1.

If the headlamps are OFF with the key in the ignition while the drivers side door is open, ground for the chime/buzzer is supplied through the key-in switch. The ground path is over circuit M11, through the closed key-in switch to circuit C26. From circuit C26, the ground path continues through the drivers door jamb switch to circuit Z1.

Circuit G11 from the buzzer powers the seat belt warning lamp in the instrument cluster. Circuit Z1 at the instrument cluster provides ground for the lamp.

Circuit G10 from the buzzer connects to the seat belt switch. When the seat belt switch closes a path to ground is completed on circuit Z1 and the tone sounds momentarily.

Circuit Z1 also grounds the chime buzzer module.

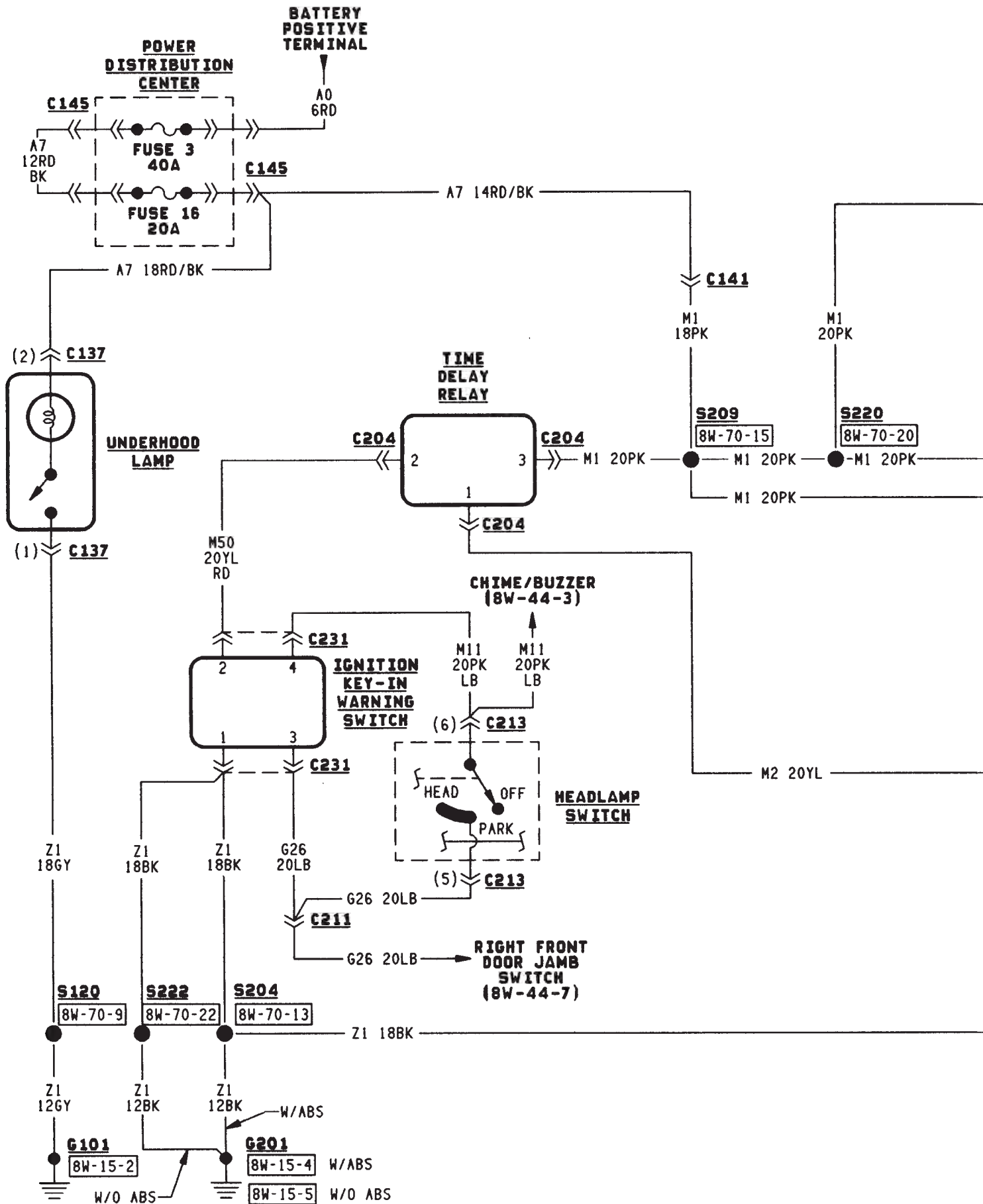
HELPFUL INFORMATION

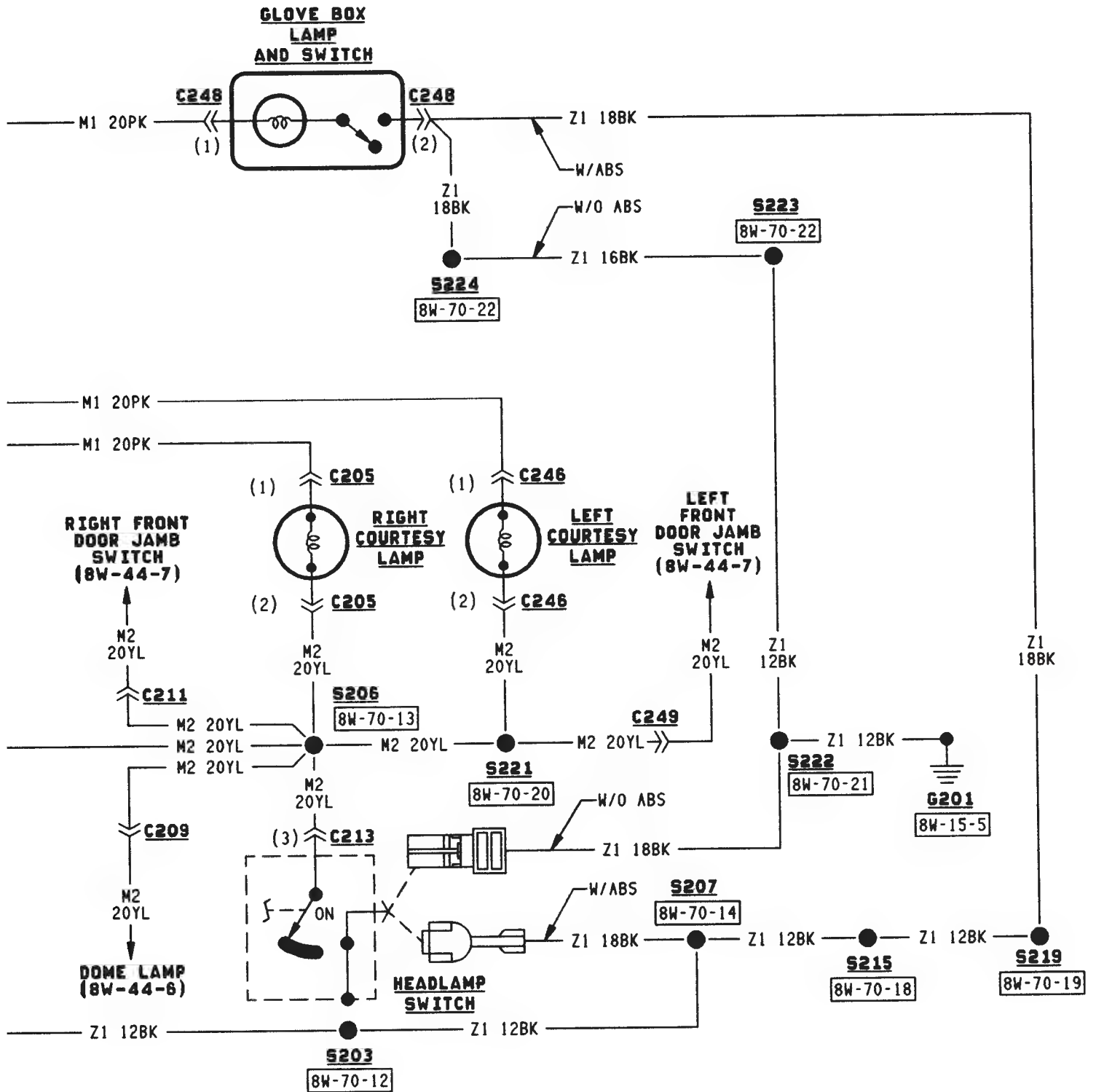
Circuit F87 also powers the instrument cluster and the headlamp delay module.

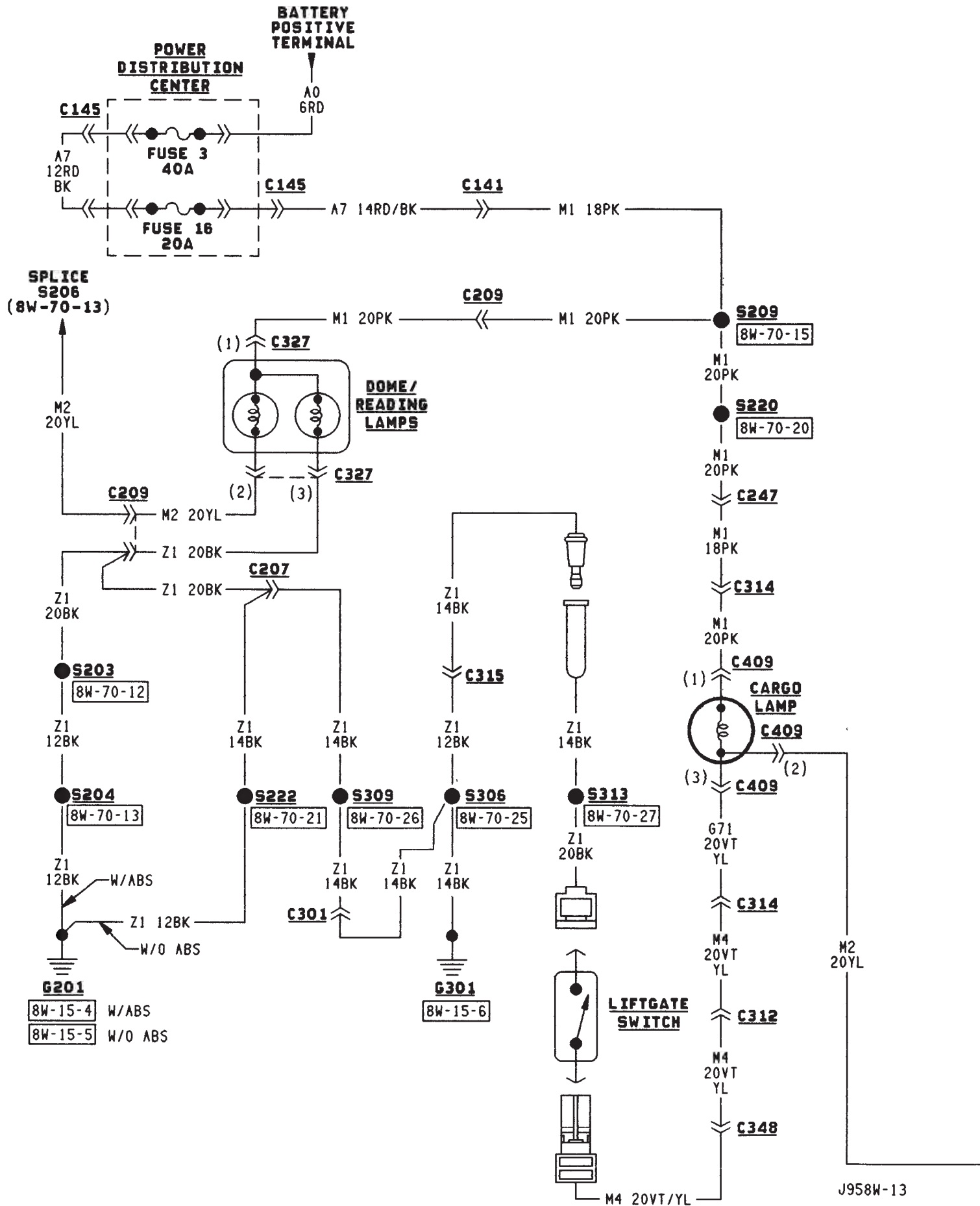
DIAGRAM INDEX

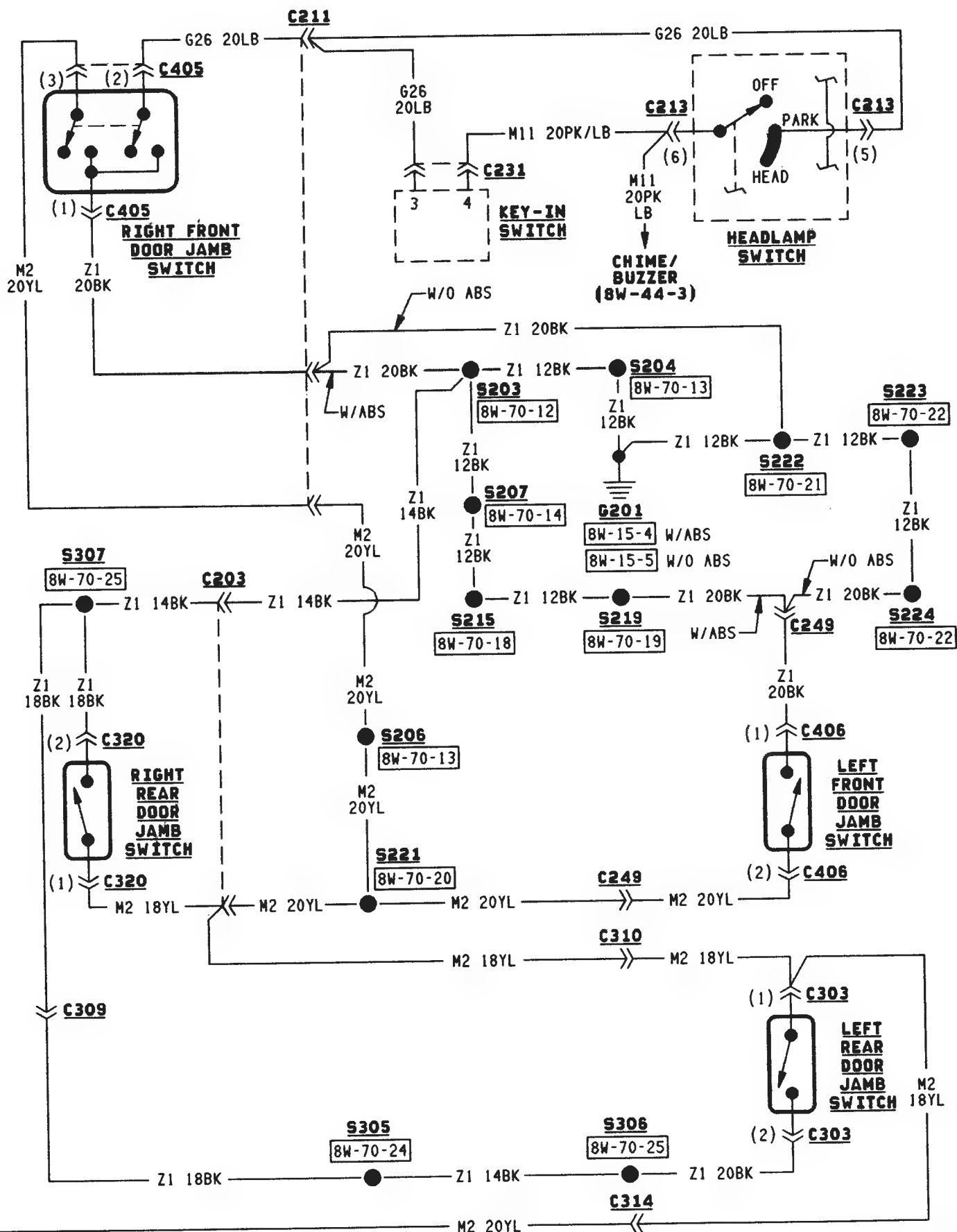
Component	Page
Cargo Lamp	8W-44-6
Chime/Buzzer Module	8W-44-3
Courtesy Lamps	8W-44-5
Dome Lamp	8W-44-6
Door Jamb Switches	8W-44-7
Fuse 3 (PDC)	8W-44-6
Fuse 5 (PDC)	8W-44-5, 8
Fuse 6 (PDC)	8W-44-6
Fuse 9 (Fuse Block)	8W-44-3, 8
Fuse 16 (PDC)	8W-44-4, 6
Fuse 25 (Fuse Block)	8W-44-8
Fuse 26 (Fuse Block)	8W-44-3
Glove Box Lamp and Switch	8W-44-5
Headlamp Switch	8W-44-3, thru 8
Headlamp Delay Module	8W-44-3
Ignition Switch	8W-44-3
Instrument Cluster	8W-44-3, 9
Instrument Panel Illumination Lamps	8W-44-8, 9
Key-In Switch	8W-44-4
Liftgate Switch	8W-44-6
Reading Lamps	8W-44-6
Seat Belt Switch	8W-44-3
Telltale Connector (Instrument Cluster)	8W-44-3
Time Delay Relay	8W-44-4
Underhood Lamp	8W-44-4













RADIO

RADIO

When the ignition switch is in the ACCESSORY or RUN position, it connects circuit A1 from fuse 6 in the Power Distribution Center (PDC) to circuit A48. Circuit A48 powers circuit F85 through fuse 13 in the fuse block. Circuit F85 powers the radio.

Circuit Z1 provides ground for the radio. The antenna connects to the rear of the radio.

RADIO MEMORY

Circuit M1 from fuse 16 in the Power Distribution Center (PDC) supplies power for the radio memory.

Circuit A7 from fuse 3 in the PDC supplies voltage to fuse 16. Circuits A7 and M1 are HOT at all times.

RADIO ILLUMINATION

Circuit E2 supplies battery voltage to the radio illumination lamps when the headlamps or parking lamps are on and the dimmer switch is in the Low or On positions.

Circuit X5 supplies battery voltage for the radio clock and station frequency display. Circuit X5 originates at the radio illumination relay and is fed by either circuit F85 or circuit E2 depending on the switch position inside the relay.

When the headlamps and parking lamps are off, the radio illumination relay is in its normal At Rest position. In the At Rest position, the relay connects circuit F85 from fuse 13 in the fuse block to circuit X5.

When the headlamps or parking lamps are on, circuit L90 from the headlamp switch supplies battery voltage to the coil side of the radio illumination relay. Circuit Z1 provides ground for the coil side of the relay.

When voltage is present on circuit L90, the radio illumination relay switches from its At Rest position to connect circuit E2 to circuit X5.

HELPFUL INFORMATION

- Circuit A48 supplies voltage to fuse 13 in the fuse block for circuit F85 when the ignition switch is in the ACCESSORY or RUN positions. In these positions, the ignition switch connects circuit A1 from fuse 6 in the PDC to circuit A48.

- Circuit A3 from fuse 5 in the PDC supplies power to the fuse block for fuse 9. Fuse 9 protects circuit L7. When the headlamps or parking lamps are ON, the headlamp switch connects circuit L7 to circuit L90. When the adjustable dimmer switch is in the LOW to ON positions, it internally connects circuit L7 to circuit E2. Circuit E2 powers fuse 25 in the fuse block. Circuit E2 continues through fuse 25.

POWER ANTENNA

The Power Antenna Relay supplies power to raise and lower the antenna. Circuit F60 from fuse 7 in the fuse block powers the relay. Circuit Z1 provides ground for the relay.

When the radio is turned on, circuit X60 from the radio energizes the relay to raise the antenna.

SPEAKERS

Circuit X53 feeds the left front speakers. Circuit X55 is the return from the speakers to the radio.

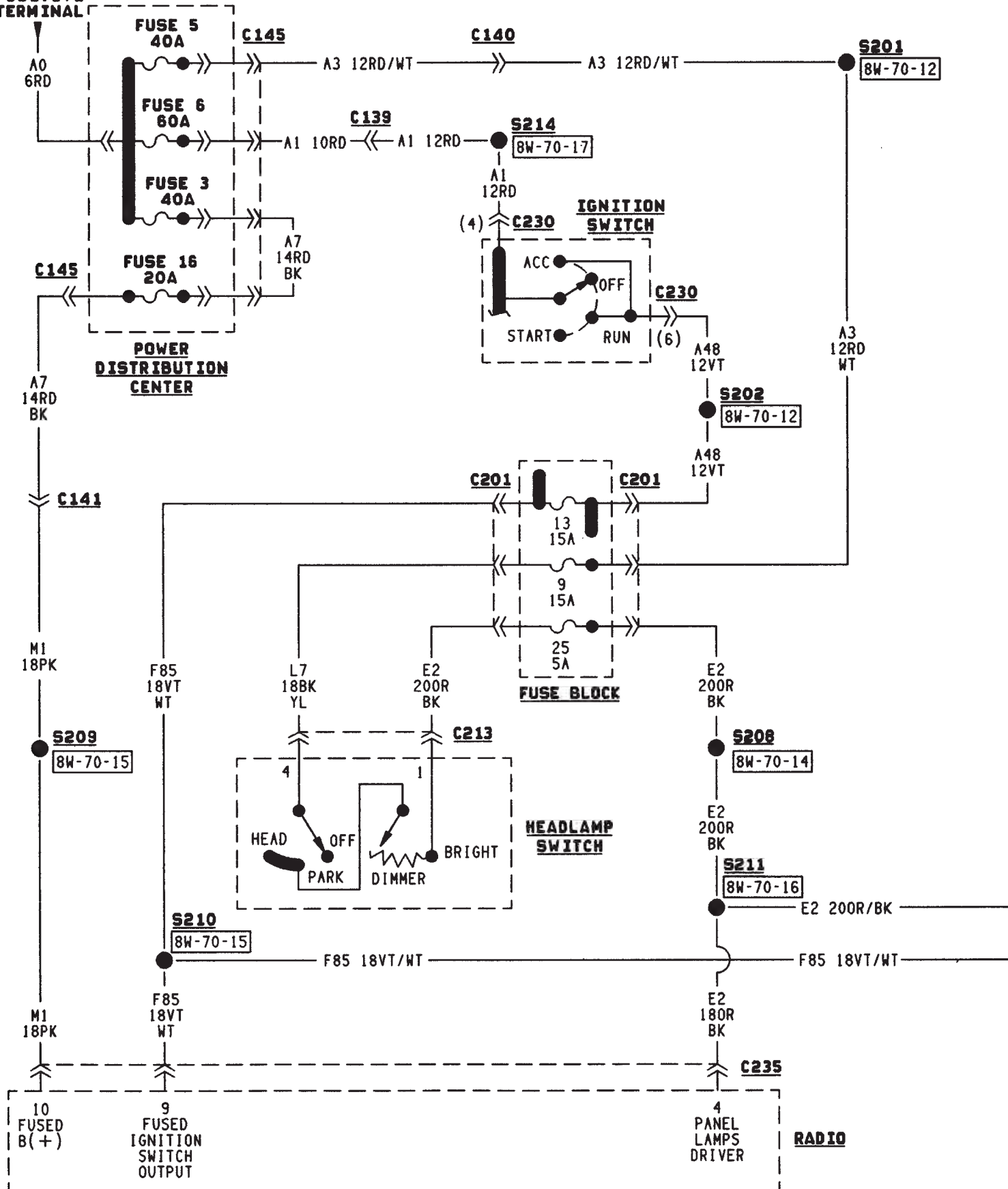
Circuit X54 feeds the right front speakers. Circuit X56 is the return from the speakers to the radio.

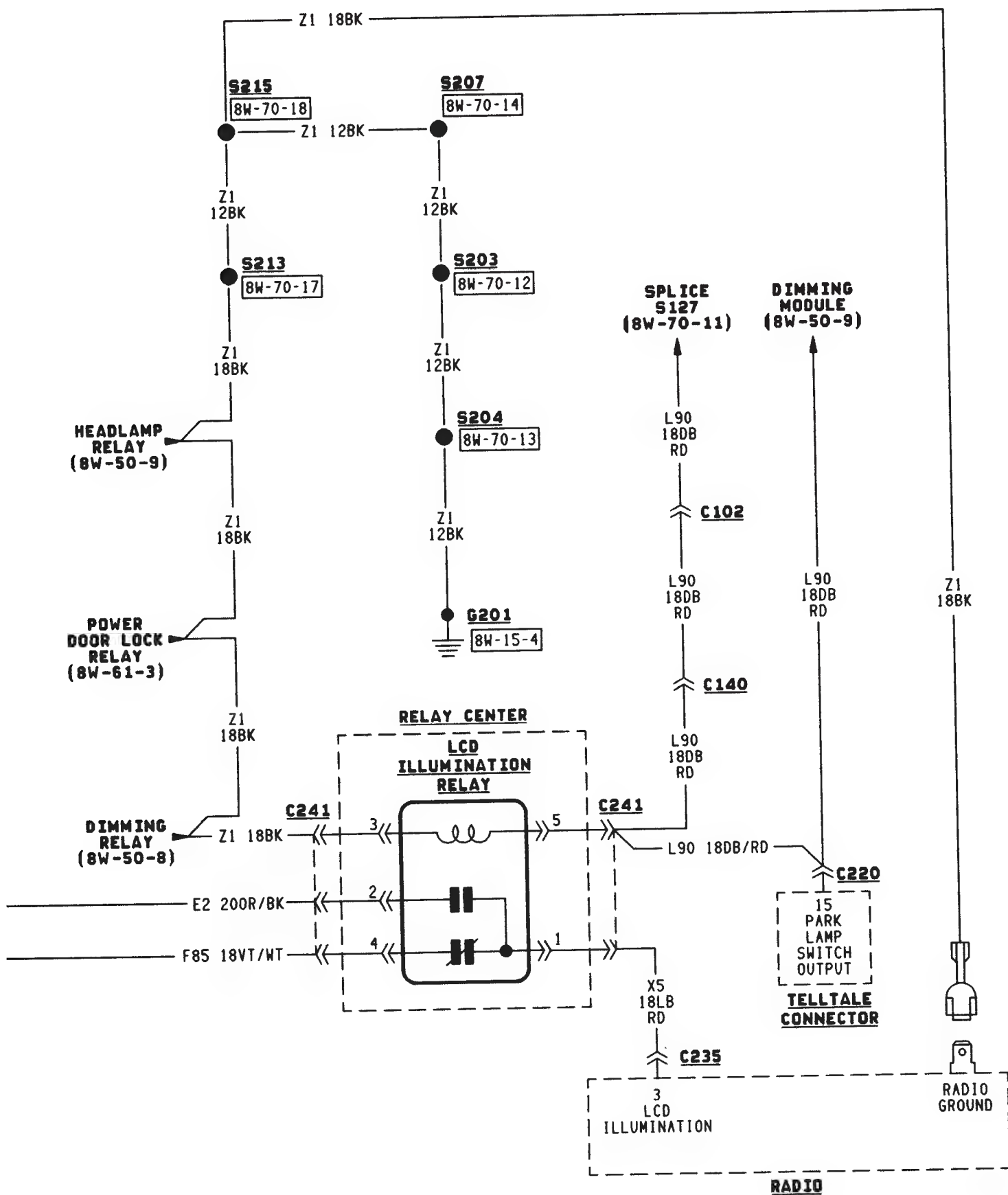
Circuit X51 feeds the left rear speaker. Circuit X57 is the return from the speaker to the radio.

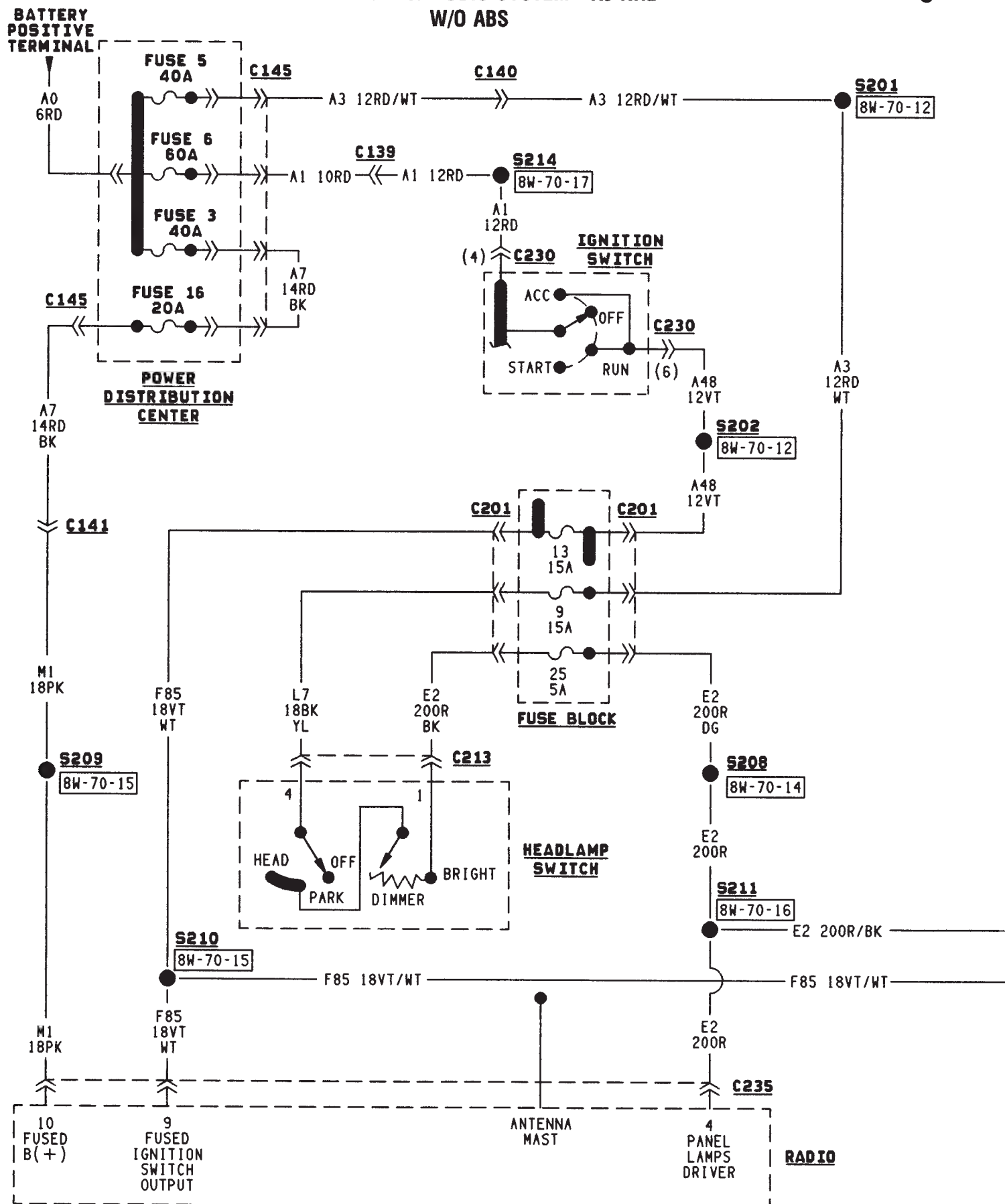
Circuit X52 feeds the right rear speaker. Circuit X58 is the return from the speaker to the radio.

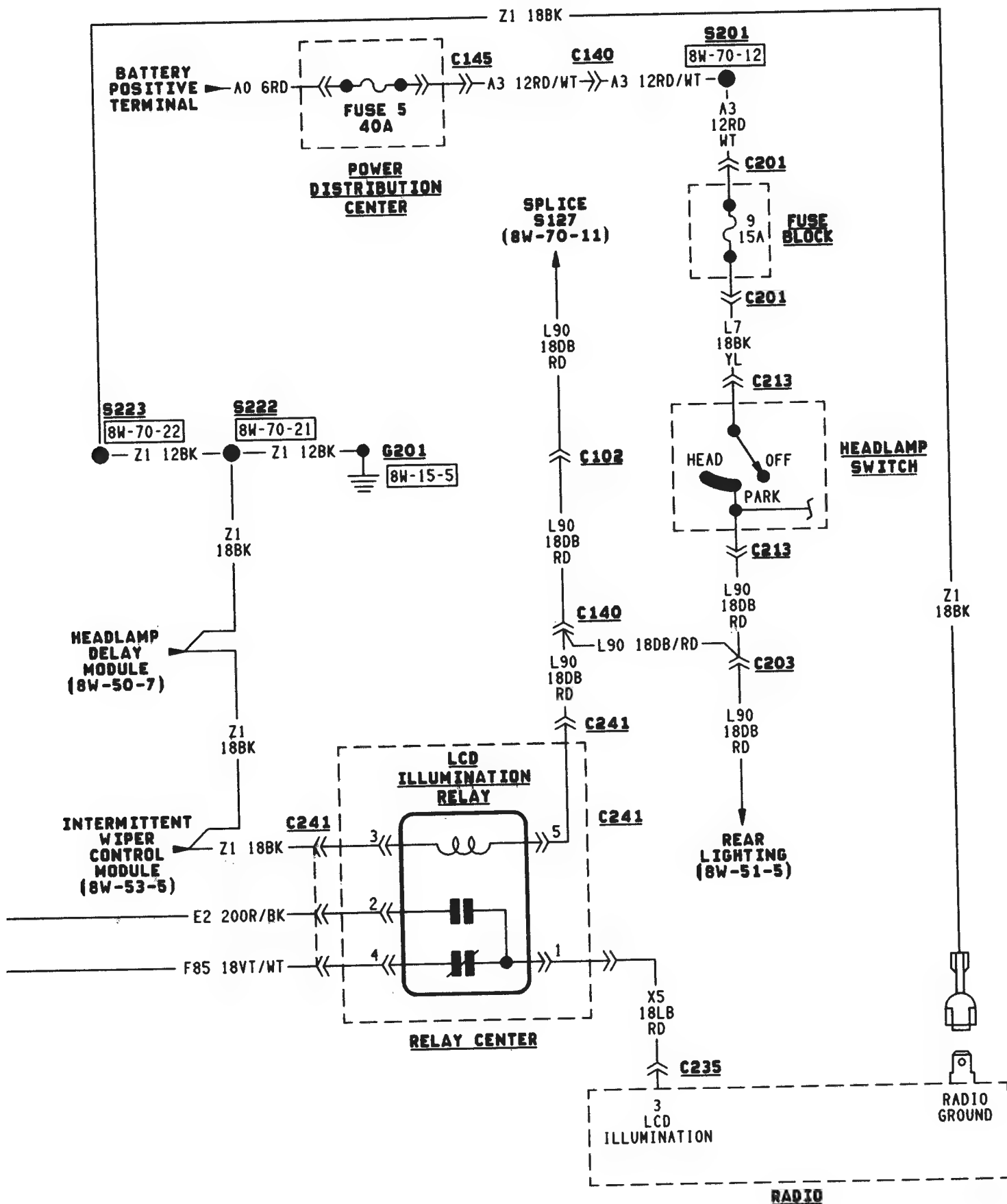
DIAGRAM INDEX

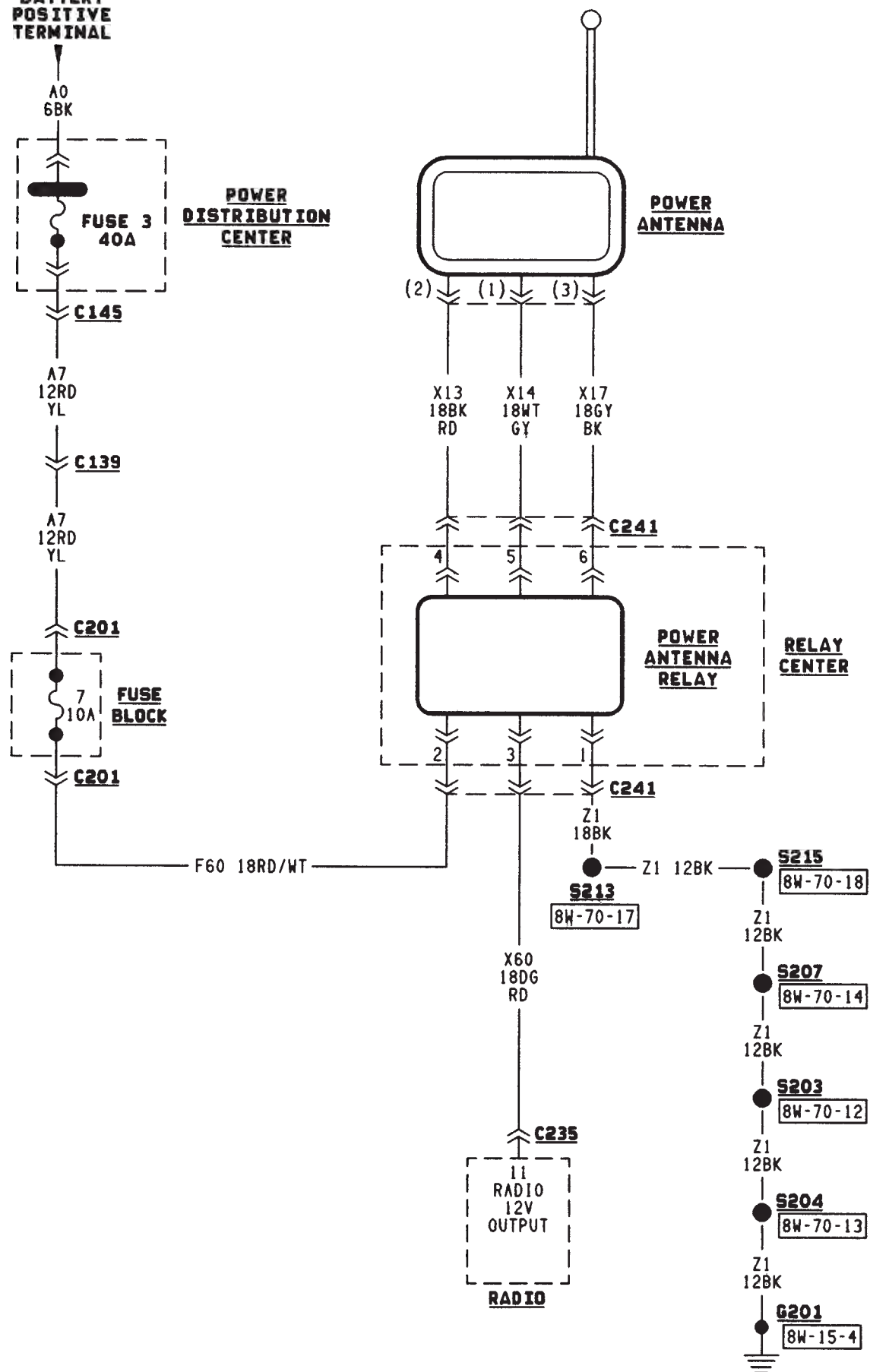
Component	Page
Fuse 3 (PDC)	8W-47-2, 4
Fuse 5 (PDC)	8W-47-2, 4, 5
Fuse 6 (PDC)	8W-47-2, 4
Fuse 7 (PDC)	8W-47-2, 4
Fuse 9 (Fuse Block)	8W-47-2, 4, 5
Fuse 13 (Fuse Block)	8W-47-2, 4
Fuse 16 (PDC)	8W-47-2, 4
Fuse 25 (Fuse Block)	8W-47-2, 4
Headlamp Switch	8W-47-2, 4
Ignition Switch	8W-47-2
LCD Relay	8W-47-3, 5
Power Antenna	8W-47-6
Power Antenna Relay	8W-47-6
Radio	8W-47-2 thru 8
Speakers	8W-47-7, 8

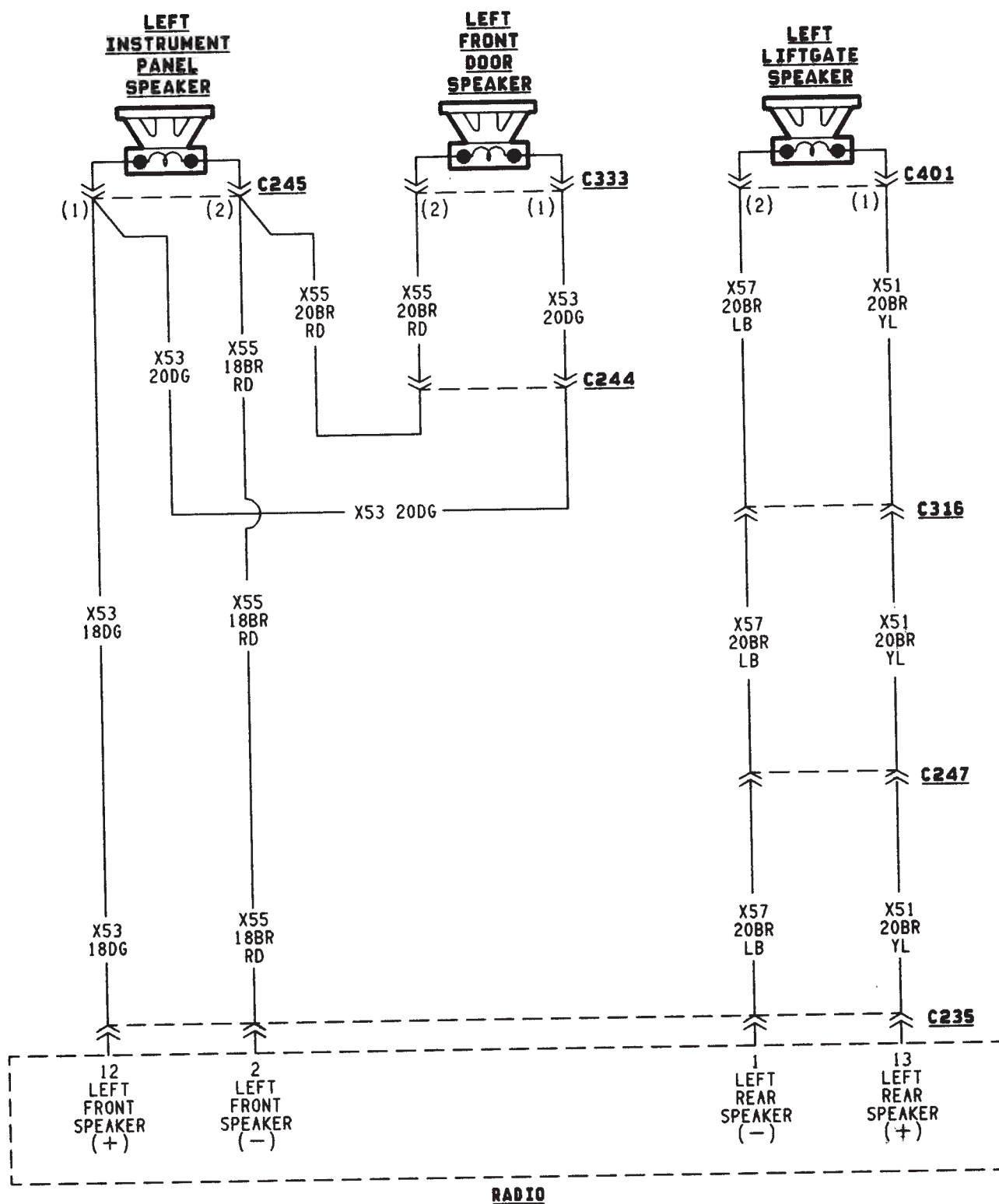
BATTERY
POSITIVE
TERMINAL

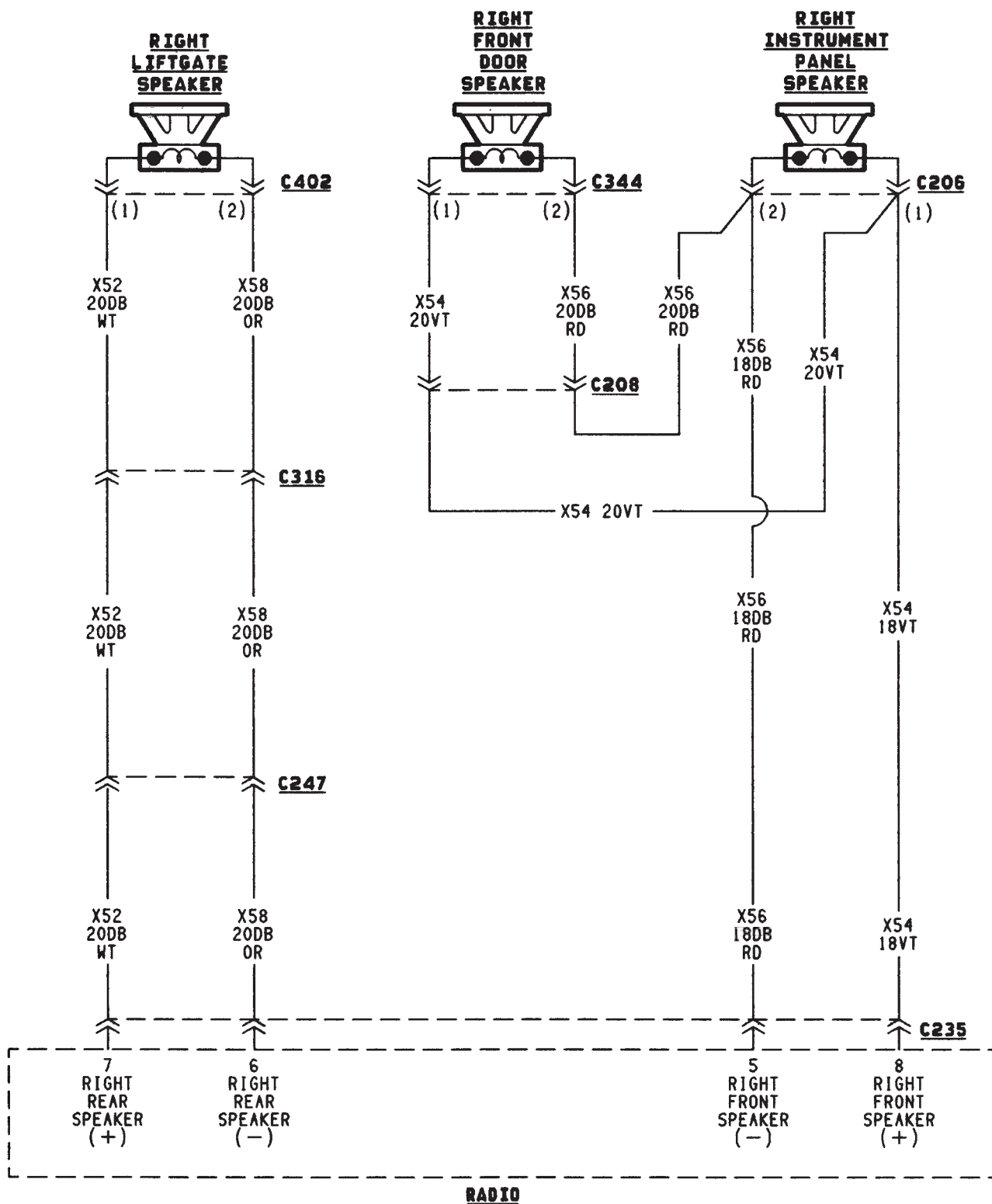












HEATED REAR WINDOW

HEATED REAR WINDOW

The heated rear window relay supplies power to heated rear window grid. Circuit F83 from fuse 14 in the fuse block supplies power to the heated rear window relay when the ignition switch is in the ACCESSORY OR RUN positions.

When the operator depresses the heated rear window switch, the contacts inside the switch momentarily close and circuit C80 connects the switch to the relay. This causes the relay to change state and complete a circuit to energize the coil side of the relay and start the relay timer.

Circuit F82 from fuse 7 in the Power Distribution Center (PDC) supplies voltage to the coil and contact sides of the relay. Circuit Z1 provides ground for the relay.

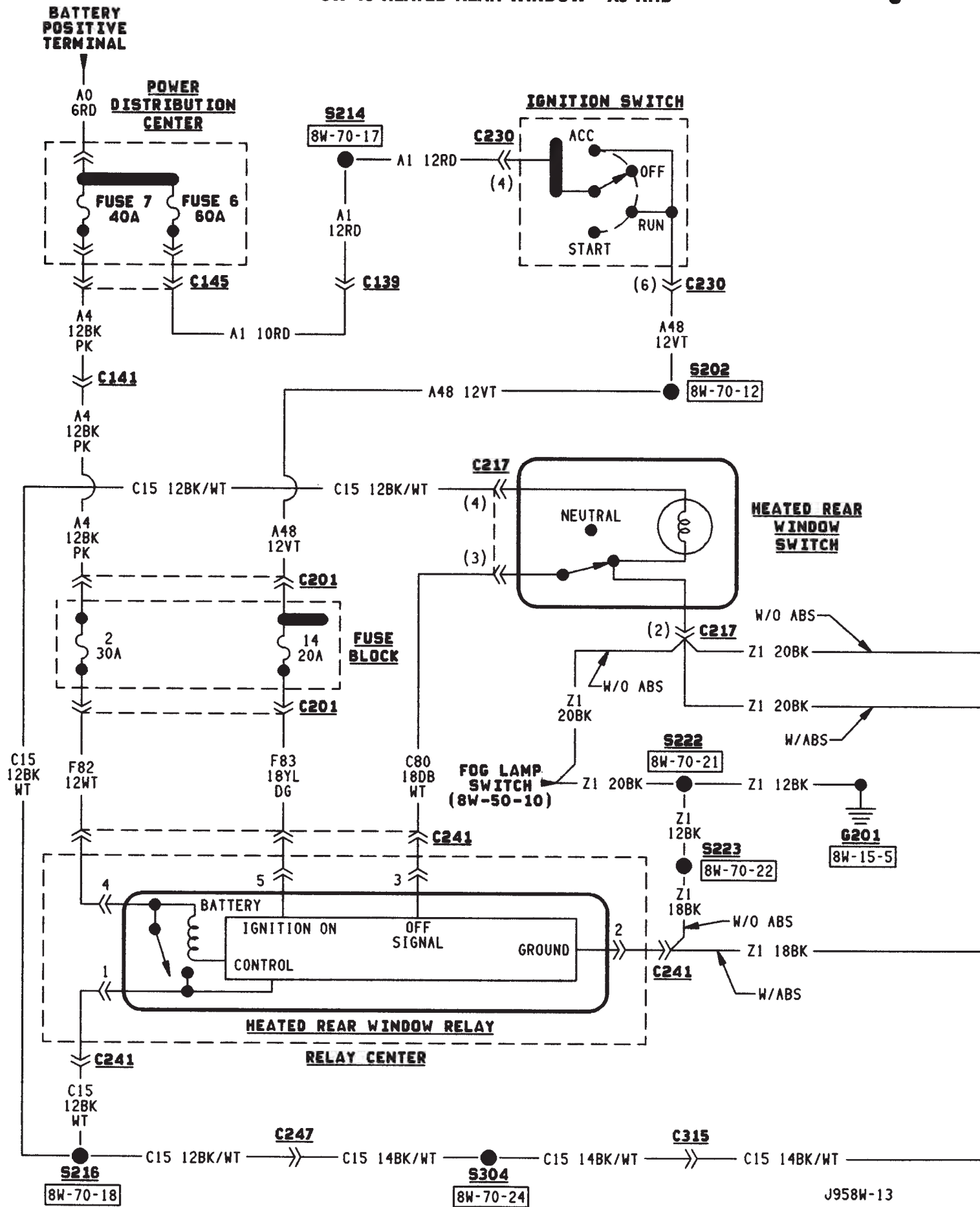
When the heated rear window relay energizes, the contacts inside the relay close and connect circuit F82 to circuit C15. Circuit C15 splices to the power the heated rear window grid and the indicator lamp in the heated rear window switch. Circuit Z1 provides ground for the heated rear window grid.

HELPFUL INFORMATION

- When the ignition switch is in the ACCESSORY or RUN positions, it connects circuit A1 from fuse 11 in the power distribution center (PDC) to circuit A48.
- Check for broken grid lines on the window.
- Check for a broken bus bar or disconnected leads at the rear window.
- Check for a good ground.

DIAGRAM INDEX

Component	Page
Fuse 2 (Fuse Block)	8W-48-2
Fuse 6 (PDC)	8W-48-2
Fuse 7 (PDC)	8W-48-2
Fuse 14 (Fuse Block)	8W-48-2
Ignition Switch	8W-48-2
Heated Rear Window Grid	8W-48-3
Heated Rear Window Relay	8W-48-2
Heated Rear Window Switch	8W-48-2



HEATED REAR
WINDOW
SWITCH
LAMP
(8W-44-8)

S207
8W-70-14

S203
8W-70-12

S204
8W-70-13

Z1
12BK

Z1 12BK

Z1 12BK

Z1
12BK

S215
8W-70-18

G201
8W-15-4

Z1
20BK

Z1
20BK

Z1
12BK

S213
8W-70-17

Z1
18BK

S313
8W-70-27

Z1
14BK

(RIGHT SIDE
OF TAILGATE
AT GRID)

GRID

(LEFT SIDE
OF TAILGATE
AT GRID)

**POWER
ANTENNA
RELAY**
(8W-47-6)

Z1 18BK

W/ABS

W/O ABS

C315

Z1
12BK

S306
8W-70-25

Z1
14BK

G301
8W-15-6

C15 14BK/RD

OVERHEAD CONSOLE

OVERHEAD CONSOLE

When the ignition switch is in the START or RUN position, it connects circuit A1 from fuse 6 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 supplies power to circuit F87 through fuse 26 in the fuse block. Circuit F87 supplies power to the overhead console.

When the headlamps or parking lamps are ON, circuits L90 and E2 provide voltage to the overhead console for illumination. Voltage on circuit L90 informs the overhead console that the headlamps or parking lamps are ON. Circuit E2 from the head lamp switch powers the illumination lamps in the overhead console. Circuit E2 also powers fuse 25 in the fuse block.

Circuits Z1 and Z2 provides ground for the overhead console. From circuit M2, the overhead console senses when one of the door jamb switches opens.

AMBIENT TEMPERATURE SENSOR

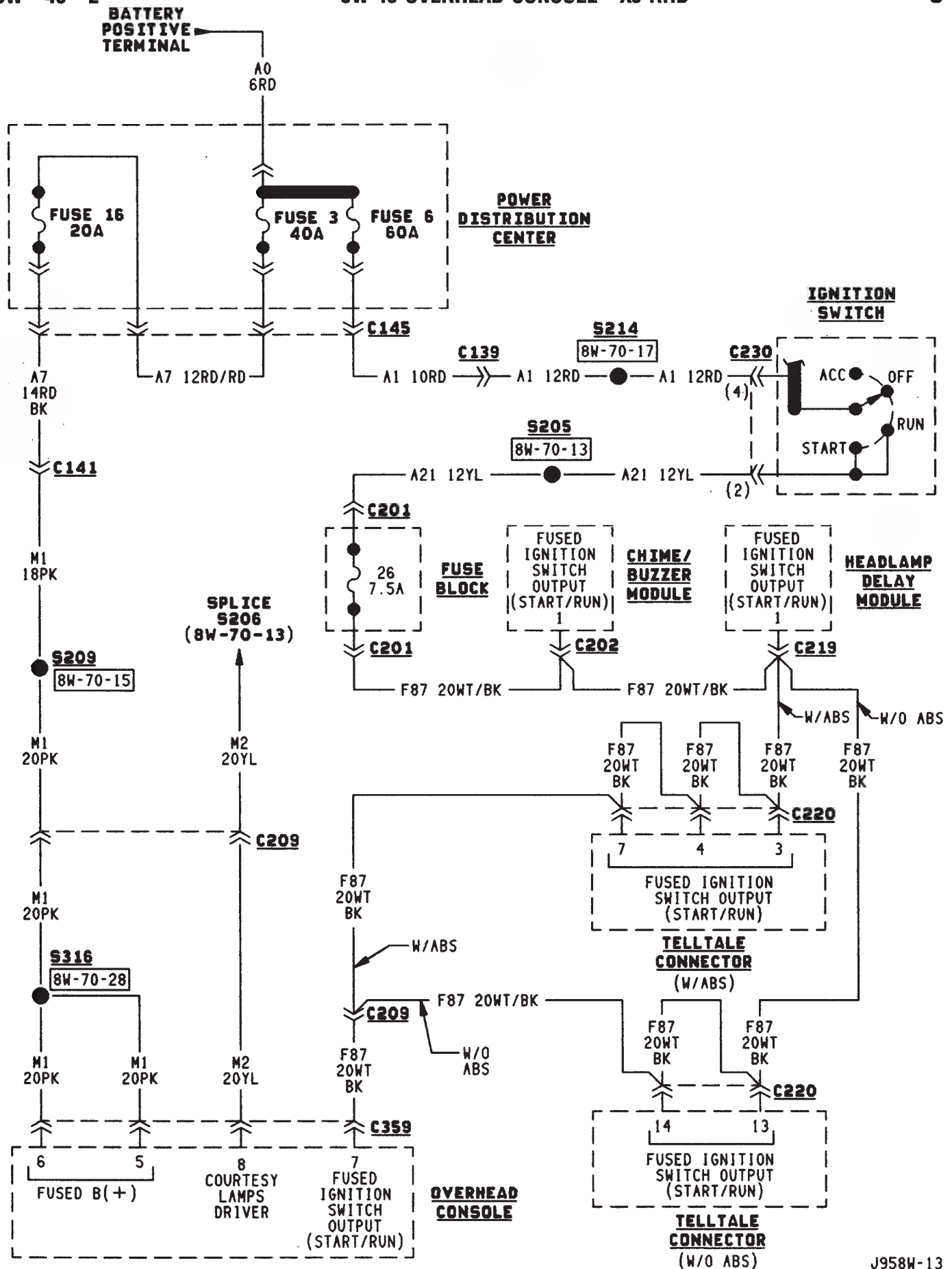
The ambient temperature sensor is a variable resistor. Circuit G31 supplies voltage from the overhead console to the sensor. Circuit G32 is the signal return from the sensor to the overhead console.

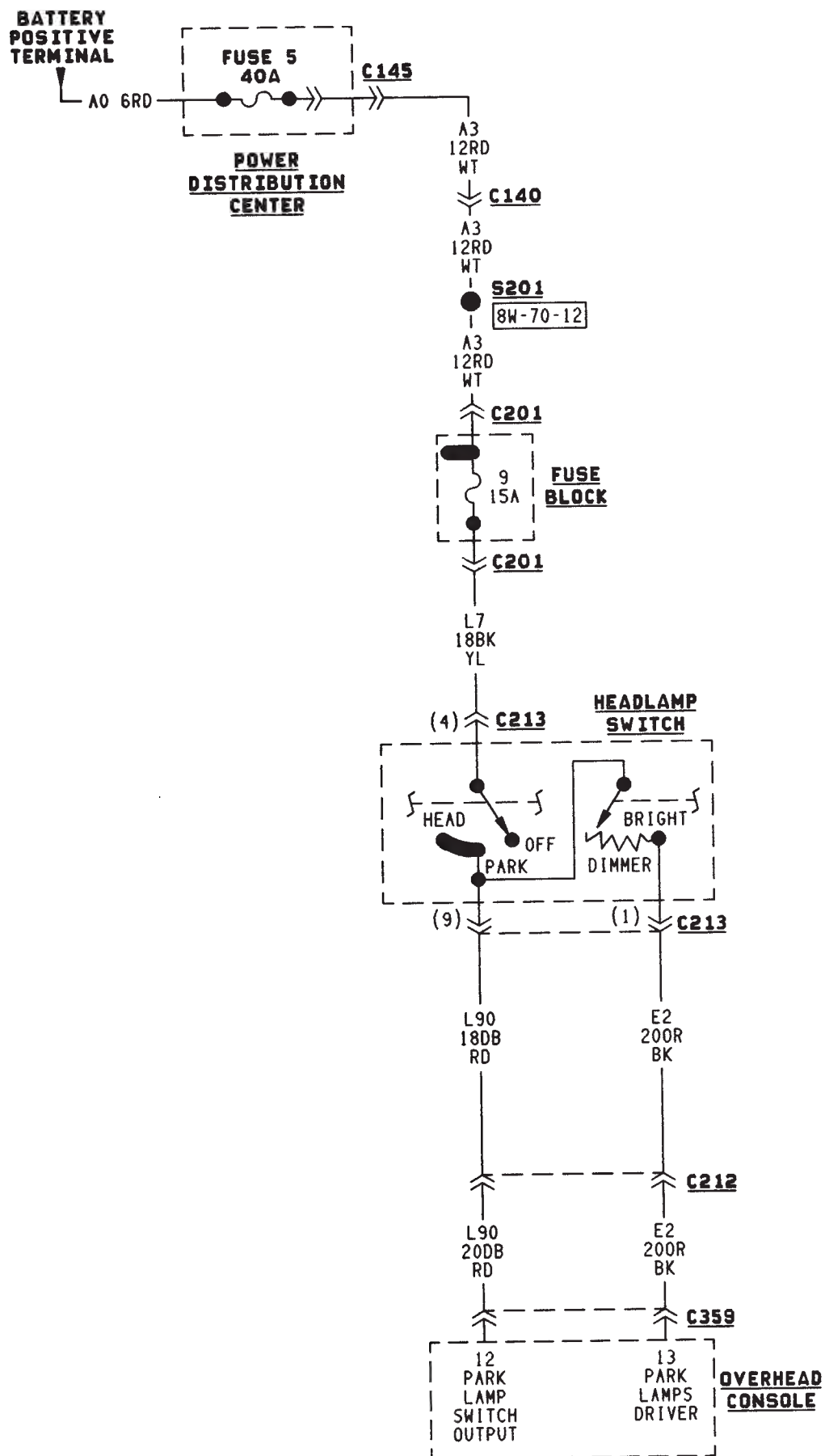
LAMPS

Circuit M1 supplies voltage for the case grounded reading lamps in the overhead console. Fuse 16 in the Power Distribution Center (PDC) supplies voltage to circuit M1 through circuit A7. Circuit A7 from fuse 3 in the PDC supplies voltage to fuse 16 in the PDC.

DIAGRAM INDEX

Component	Page
Ambient Temperature Sensor	8W-49-4
Chime/Buzzer Module	8W-49-2
Fuse 3 (PDC)	8W-49-2
Fuse 5 (PDC)	8W-49-3
Fuse 6 (PDC)	8W-49-2
Fuse 9 (Fuse Block)	8W-49-3
Fuse 16 (PDC)	8W-49-2
Fuse 26 (Fuse Block)	8W-49-2
Headlamp Delay Module	8W-49-2
Headlamp Switch	8W-49-3
Ignition Switch	8W-49-2
Instrument Cluster	8W-49-4
Overhead Console	8W-49-2 3 4
Telltale Connector (Instrument Cluster)	8W-49-2





FRONT LIGHTING

INDEX

	page		page
Diagram Index	2	Headlamp Relay	1
Dimming Module	2	Headlamps	1
Fog Lamps	2	Parking Lamps	2
Headlamp Delay Module	2		

HEADLAMPS

The headlamp switch has three positions: ON, PARK (parking lamps) and OFF. Circuit A3 from fuse 12 in the PDC connects to the headlamp switch and feeds circuit L7 through fuse 9 in the fuse block. Circuit L7 connects to the headlamp switch.

Circuit A3 also splices to feed circuit L11 through fuse 10 in the fuse block. Circuit L11 connects to the dimmer switch circuitry in the multi-function switch.

The headlamp switch has an internal circuit breaker that connects circuit A3 to circuit F34. Circuit F34 connects to the headlamp relay.

HEADLAMP RELAY

When the headlamp switch is in the ON position it connects circuit A3 from fuse 5 in the Power Distribution Center (PDC) to circuit F34. Circuit A3 is HOT at all times.

Circuit F34 supplies battery voltage to the coil and contact sides of the headlamp relay. Circuit Z1 supplies ground for the relay. When voltage is present on circuit F34, the relay contacts close and connect circuit F39 to circuit F34.

Circuit F39 powers the headlamps through the dimmer switch circuitry in the multi-function switch.

HEADLAMP SWITCH IN OFF OR PARKING LAMP POSITION

Circuit L11 connects to the dimmer switch portion of the multi-function switch. Circuit L11 supplies power for the high beams on circuit L3 when the operator flashes the headlamps with the turn signal stalk of the multi-function switch.

HEADLAMP SWITCH IN ON POSITION

When the headlamp switch is in the ON position, circuit A3 from fuse 12 in the Power Distribution Center (PDC) connects to circuit F34. Circuit F34 connects to circuit F39 through the headlamp relay. Circuit F39 feeds circuit L4 through the headlamp dimmer switch circuitry in the multi-function switch. Circuit L4 powers the low beam of the headlamps.

When the operator selects high beam operation with the turn signal stalk of the multi-function

switch, circuit L11 connects to the L3 circuit. Circuit L3 powers high beam operation.

HEADLAMP GROUND

Circuit Z1 provides ground for both the right and left headlamps. Circuit Z1 also supplies ground the fog lamps, if equipped.

HELPFUL INFORMATION

- Check fuse 5 in the PDC.
- The headlamp switch has an internal circuit breaker.
- Circuit L7 is double crimped at the headlamp switch and branches to the chime module.

HEADLAMP DELAY MODULE

When the operator turns off the ignition switch and the headlamp switch, the headlamp delay module powers the headlamps for approximately 45 seconds.

When the ignition switch is in the RUN position, circuit A21 powers circuit F87 through fuse 17 in the fuse block. Circuit F87 supplies the IGNITION ON/OFF signal to the headlamp delay module. Circuit Z1 provides ground for the module.

When the headlamp delay module activates, it connects circuit X4 from fuse 5 in the fuse block to circuit F34. Circuit F34 connects to the circuit F39 through the headlamp relay. Circuit F39 powers the headlamps through the headlamp dimmer switch circuit L4.

HELPFUL INFORMATION

Circuit A7 from fuse 3 in the PDC supplies voltage to the fuse block bus bar that powers circuit X4 through the fuse in cavity 5.

DIMMING MODULE

Some vehicles are equipped with a dimming module. The module is powered by the dimming relay.

In the RUN position, the ignition switch connects circuit A1 from fuse 6 in the Power Distribution Center (PDC) to circuit A38. Circuit A38 powers circuit L170 through fuse 20 in the fuse block. Circuit L170 supplies power to the dimming relay.

When the headlamps are ON, circuit L90 from the headlamp switch energizes the dimming relay. When

energized, the relay supplies power to the dimming module on a branch of circuit A38. Circuit Z1 provides ground for the dimming relay.

The dimming module connects to the headlamp dimmer switch on circuits L3 and L4.

PARKING LAMPS

Circuit A3 from fuse 5 in the Power Distribution Center (PDC) connects to a bus bar in the fuse block which feeds circuit L7. Fuse 9 in the fuse block protects circuit L7.

The headlamp switch has three positions: ON, PARK (parking lamps) and OFF, plus a dimmer switch. When the headlamp switch is in the PARK or ON position, the switch connects circuit L7 to circuit L90. From the headlamp switch, circuit L90 branches to power the front parking lamps and rear tail lamps, side marker lamps, and rear license plate lamps.

GROUND CIRCUIT

Circuit Z1 provides a ground for the parking lamps and side marker lamps. The Z1 circuit also provides ground for the headlamps.

HELPFUL INFORMATION

- Check fuse 5 in PDC.
- Check fuse 9 in the fuse block.
- When the headlamp switch is in the PARK or ON position, the dimmer circuit, L7, also connects to circuit E2. Circuit E2 continues through fuse 25 in the fuse block. Circuit E2 powers the illumination lamps.

FOG LAMPS

The fog lamps are controlled by the fog lamp switch and fog lamp relay. The fog lamps operate only when the headlamp switch is in the ON position, and the operator has selected low-beam operation. When the headlamps are in high-beam operation, the fog lamps will not operate.

Circuit F39 from fuse 13 in the Power Distribution Center (PDC) supplies voltage to the contact side of the park lamp relay.

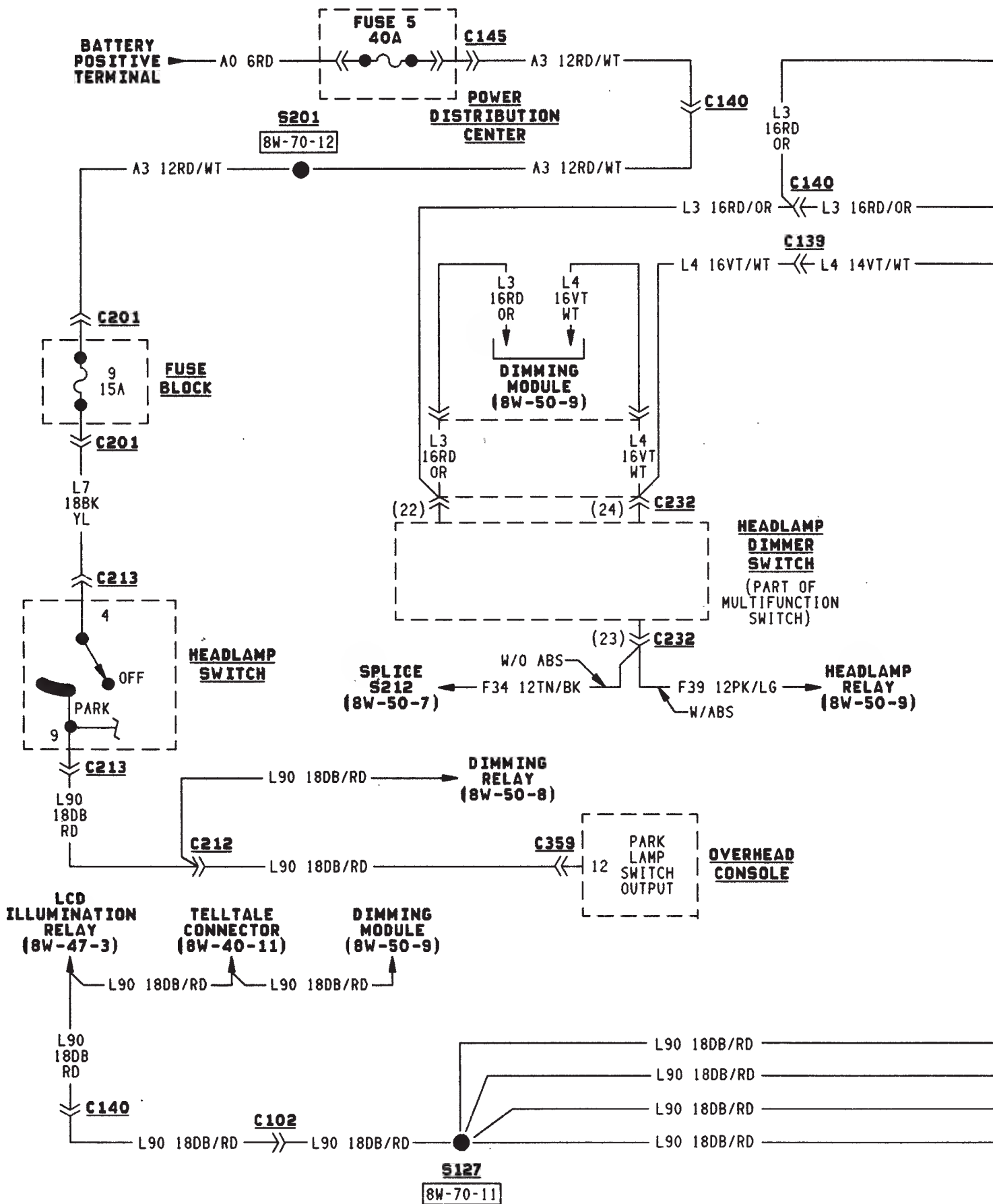
When the fog lamp switch closes, it connects circuit F34 from the headlamp relay to L35. Circuit L35 supplies power to the coil side of the fog lamp relay and energizes the relay. Ground for the coil side of the fog lamp relay is provided on circuit Z1.

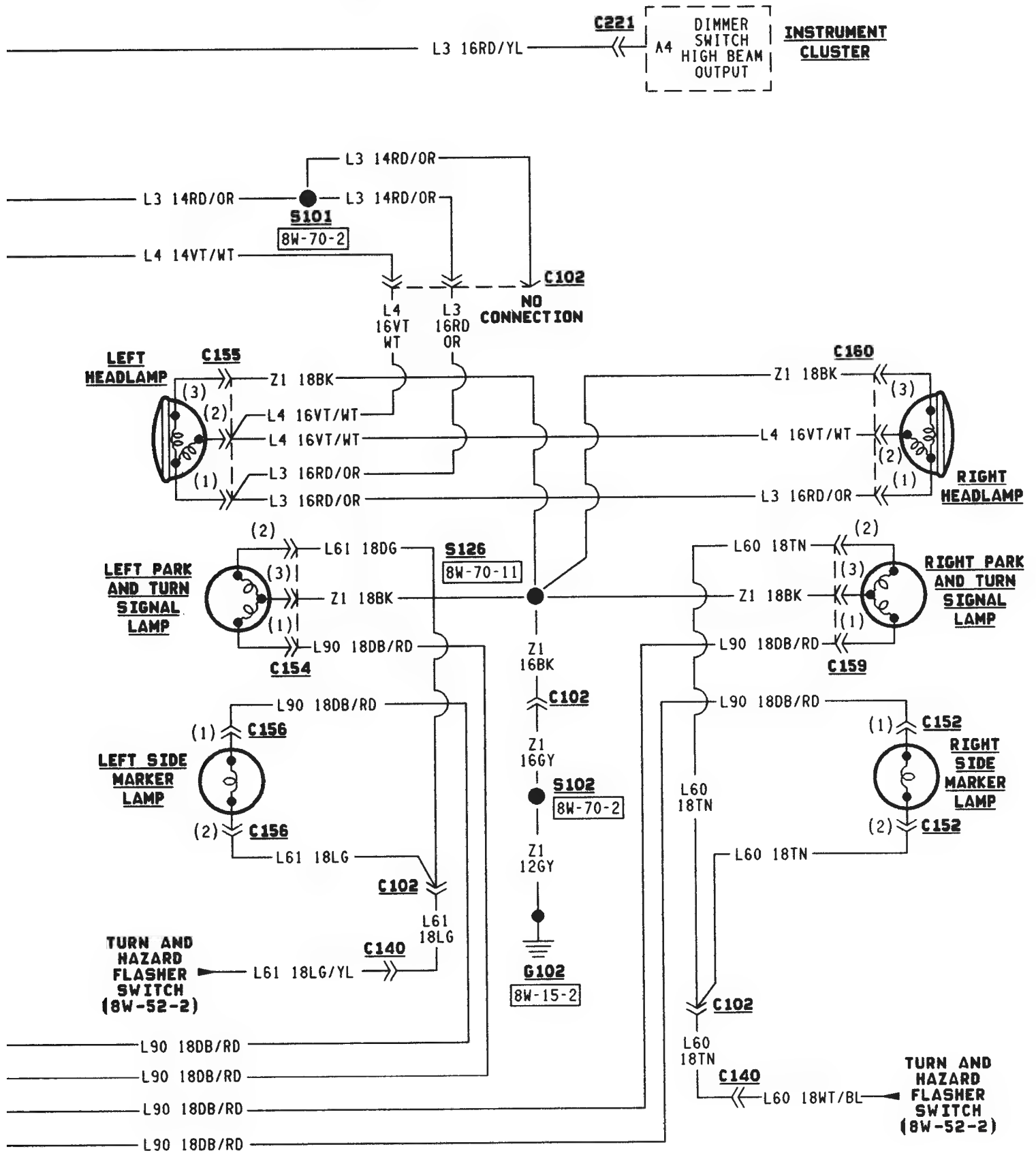
When fog lamp relay energizes, it connects circuit F39 to circuit 117. Circuit 117 supplies power to the fog lamps. Circuit Z1 provides ground for the fog lamps.

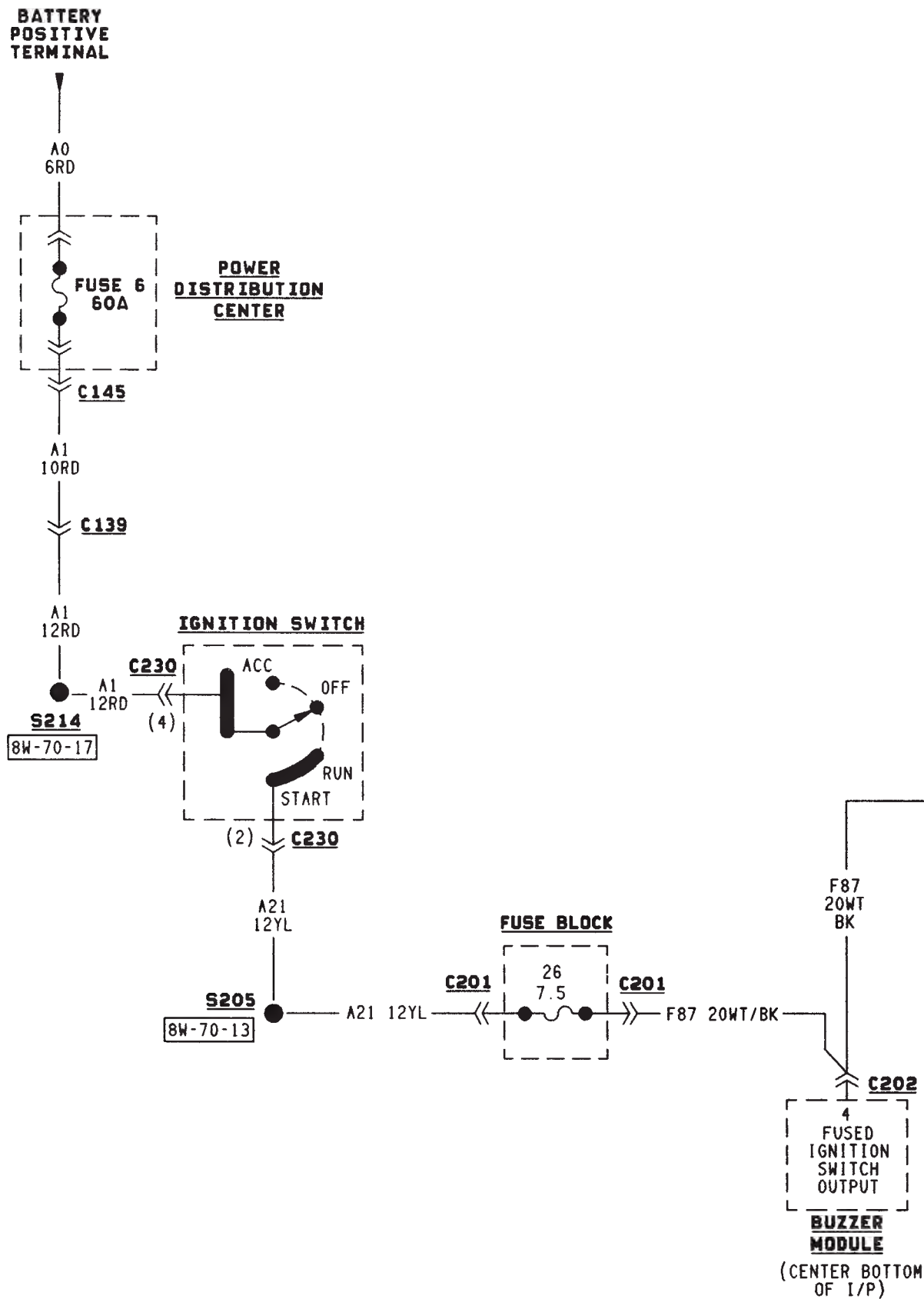
If the high beam lamps are ON, the dimmer switch does not power circuit L4 and the fog lamp relay opens. When the relay opens, battery voltage is removed from the fog lamps.

DIAGRAM INDEX

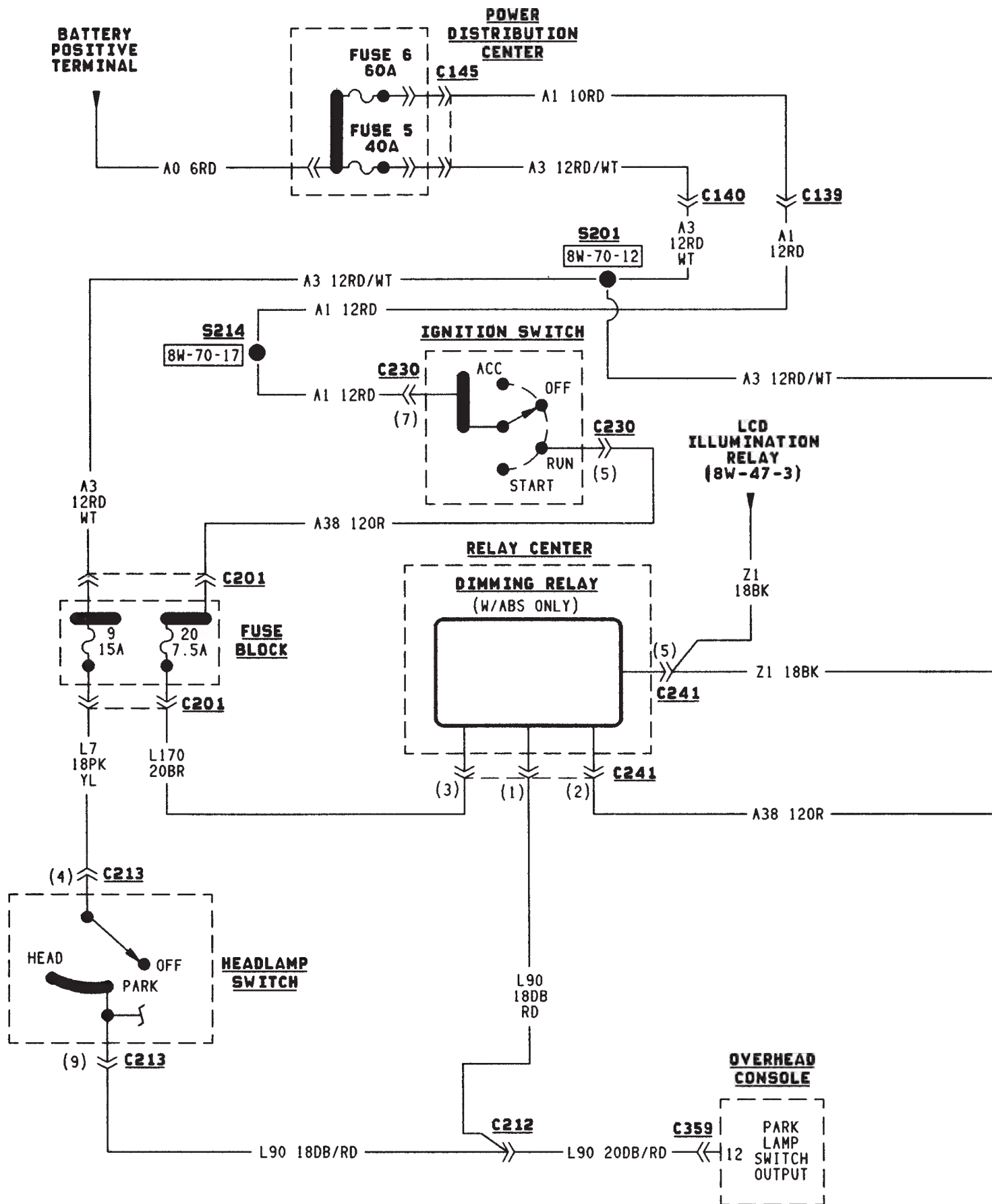
Component	Page
Chime/Buzzer Module	8W-50-6
Dimming Module	8W-50-9
Dimming Relay	8W-50-8
Fog Lamp Relay	8W-50-10
Fog Lamp Switch	8W-50-10
Fuse 5 (Fuse Block)	8W-50-7
Fuse 5 (PDC)	8W-50-4, 8
Fuse 6 (PDC)	8W-50-6, 8
Fuse 7 (PDC)	8W-50-10
Fuse 9 (Fuse Block)	8W-50-4
Fuse 10 (Fuse Block)	8W-50-7
Fuse 11 (Fuse Block)	8W-50-8
Fuse 13 (PDC)	8W-50-10
Fuse 20 (Fuse Block)	8W-50-8
Fuse 26 (Fuse Block)	8W-50-6
Headlamp Delay Module	8W-50-7
Headlamp Dimmer Switch	8W-50-4, 7
Headlamp Switch	8W-50-4, 7, 9
Headlamp Relay	8W-50-9
Ignition Switch	8W-50-6, 8
Instrument Cluster	8W-50-5
Left Fog Lamp	8W-50-10
Left Headlamp	8W-50-5
Left Marker Lamp	8W-50-5
Left Tail, Stop and Turn Signal Lamp	8W-50-5
Overhead Console	8W-50-4, 8
Right Fog Lamp	8W-50-10
Right Headlamp	8W-50-5
Right Tail, Stop and Turn Signal Lamp	8W-50-5
Telltale Connector (Instrument Cluster)	8W-50-9

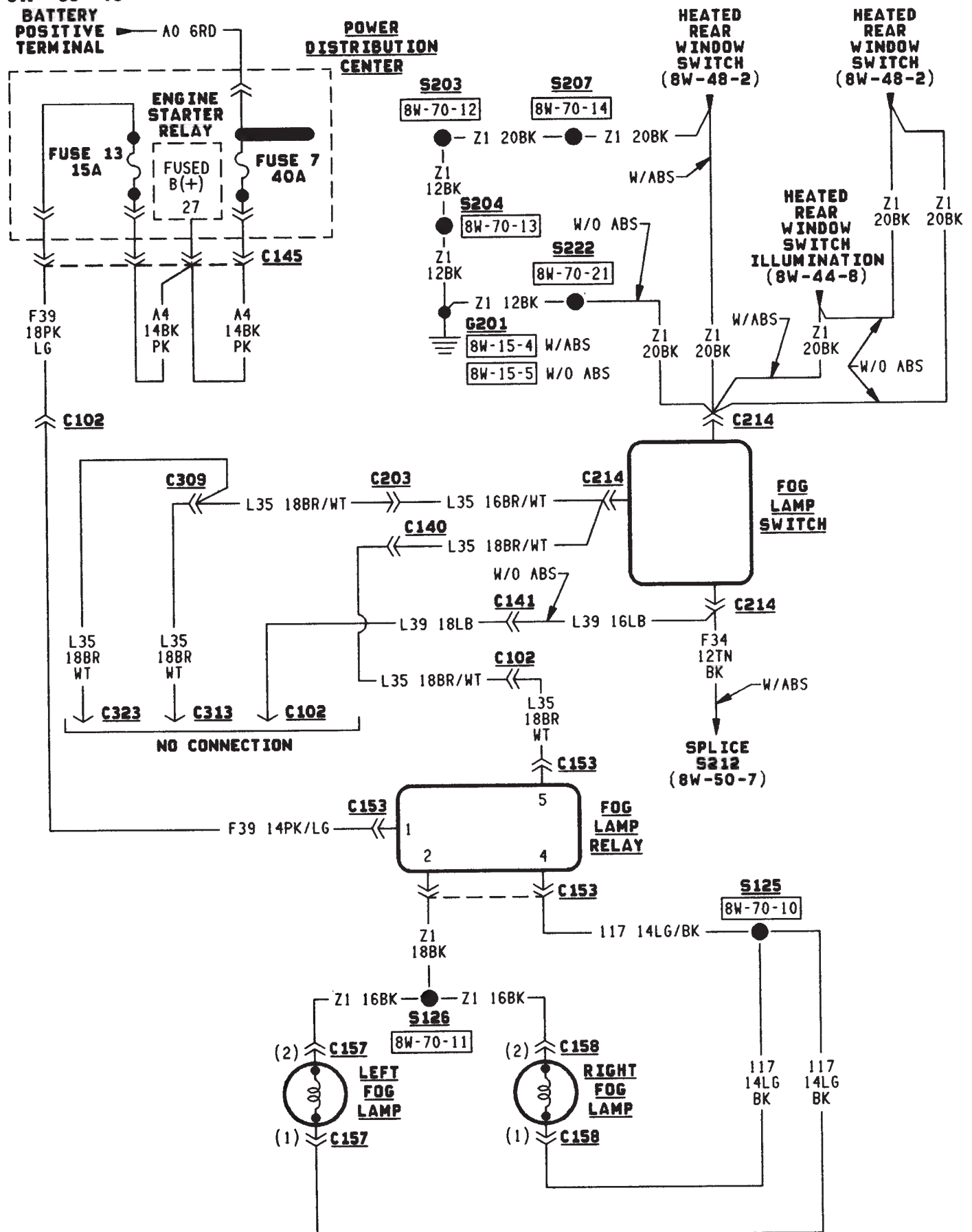












REAR LIGHTING

TAIL LAMPS AND REAR LICENSE PLATE LAMPS

Circuit A3 from fuse 5 in the Power Distribution Center (PDC) connects to a bus bar in the fuse block which feeds circuit L7. Fuse 9 in the fuse block protects circuit L7.

The headlamp switch has three positions: ON, PARK (parking lamps) and OFF, plus a dimmer switch. When the headlamp switch is in the PARK or ON position, the switch connects circuit L7 to circuit L90. From the headlamp switch, circuit L90 branches to power the front parking lamps and rear tail lamps, side marker lamps, and rear license plate lamps.

GROUND CIRCUIT

Circuit Z1 provides a ground for the parking lamps, tail lamps, and rear license plate lamps.

HELPFUL INFORMATION

- Check fuse 5 in PDC.
- Check fuse 9 in the fuse block.
- When the headlamp switch is in the PARK or ON position, circuit L7 also connects to circuit E2. Circuit E2 continues through fuse 25 in the fuse block. Circuit E2 powers the illumination lamps.

STOP LAMPS AND CHMSL LAMPS

Circuit L9 from fuse 4 in the Power Distribution Center (PDC) connects to the stop lamp switch. When the operator depresses the brake pedal, the stop lamp switch closes and connects circuit L9 to circuit L50. Circuit L50 connects to the stop lamps and center high mounted stop lamps (CHMSL). Circuit Z1 provides a ground for the stop lamps.

HELPFUL INFORMATION

- Check fuses 13 in the PDC.
- Check for continuity across the stop lamp switch when it is closed.

BACK-UP LAMPS

In the START or RUN position, the ignition switch connects circuit A1 from fuse 6 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 feeds a bus bar in the PDC that powers circuit F12 through fuse 11.

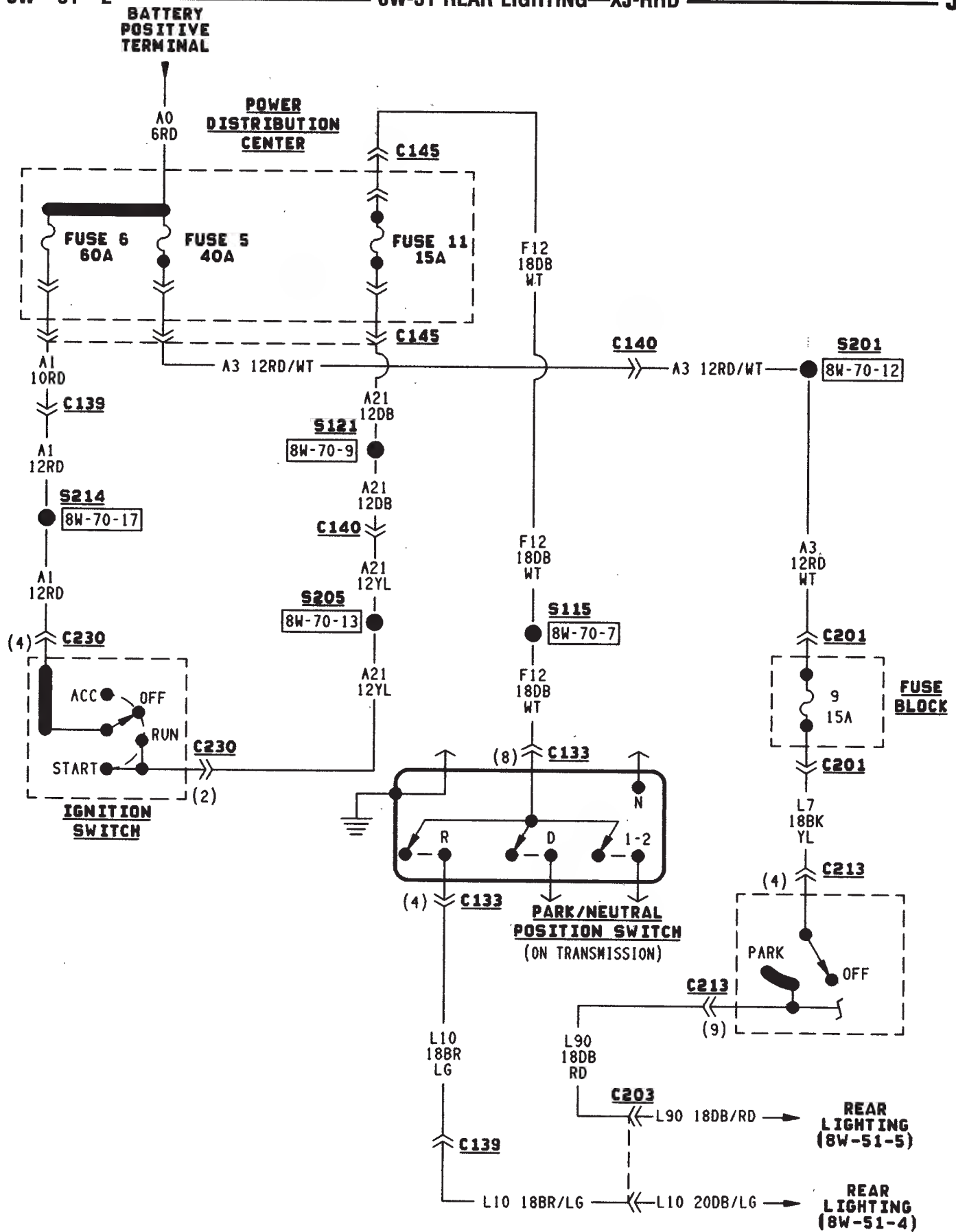
Circuit F12 supplies power to the back-up lamp switch. On automatic transmission equipped vehicles, the back-up lamp switch is part of an assembly that includes the PARK/NEUTRAL position switch. When the operator puts the transmission in REVERSE, the back-up lamp switch connects circuit F12 to circuit L10. Circuit L10 feeds the back-up lamps. Circuit Z1 provides ground for the back-up lamps.

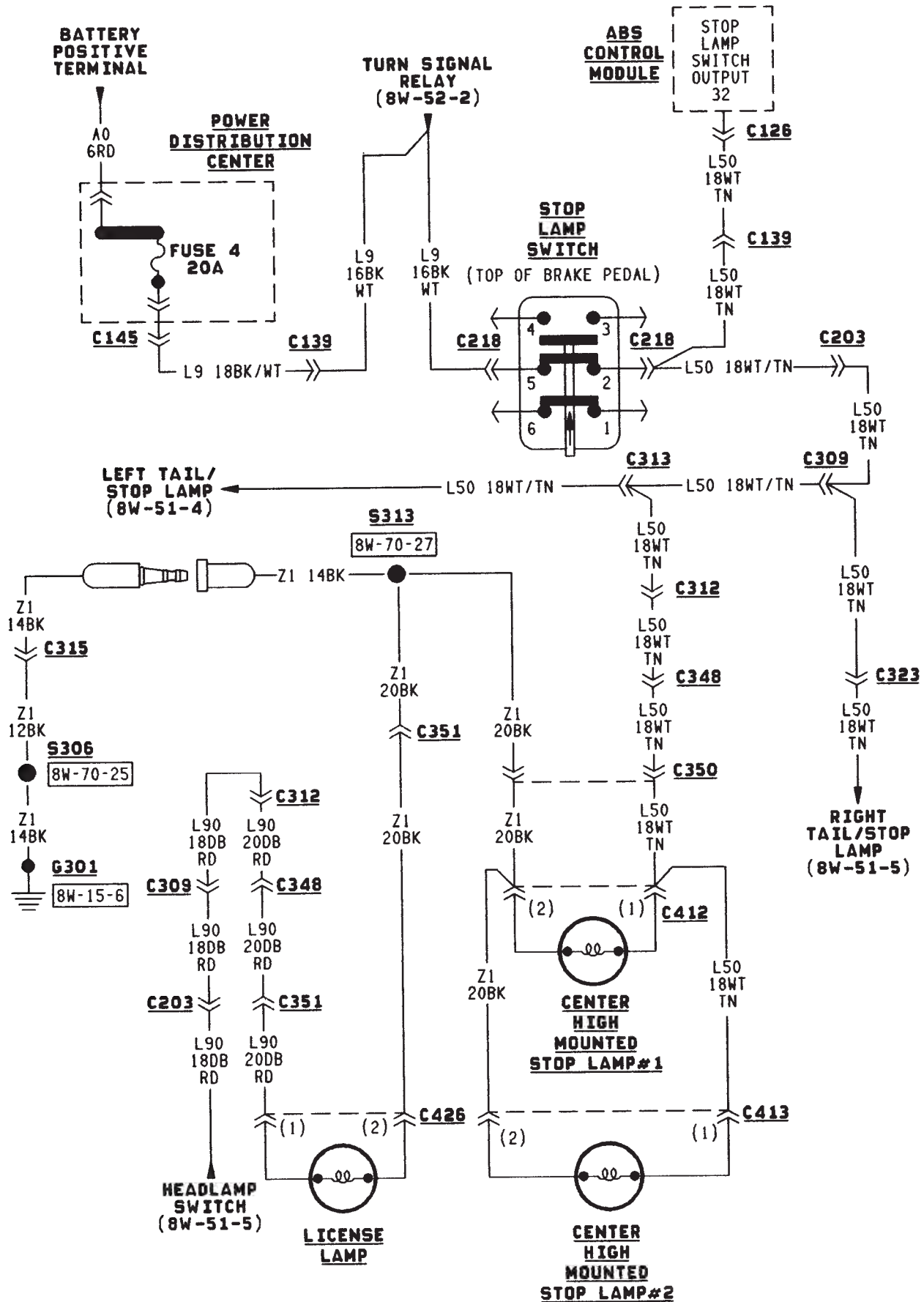
HELPFUL INFORMATION

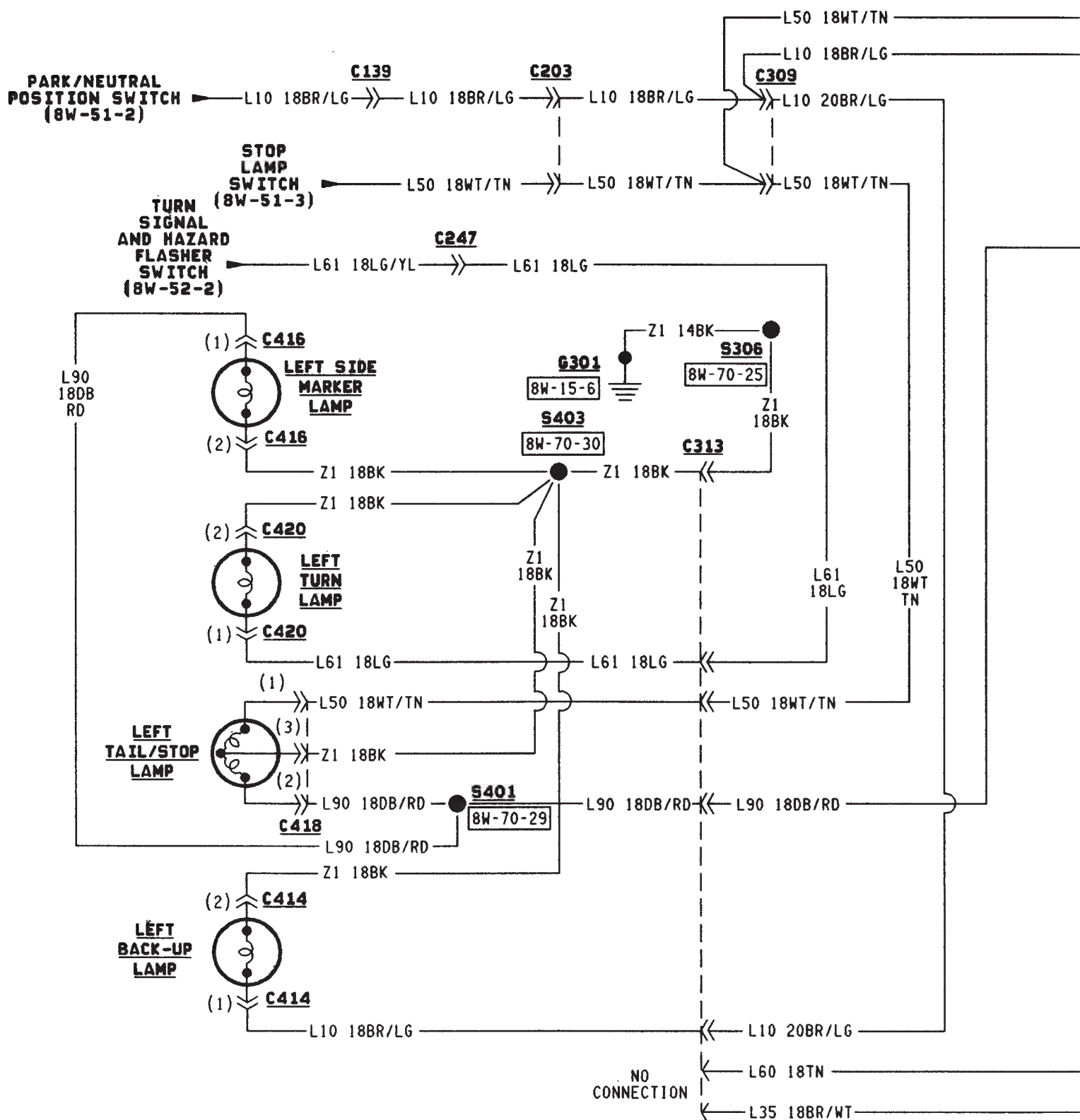
- Check fuses 6 and 11 in the PDC.
- Check for continuity across the back-up lamp switch when it is closed.

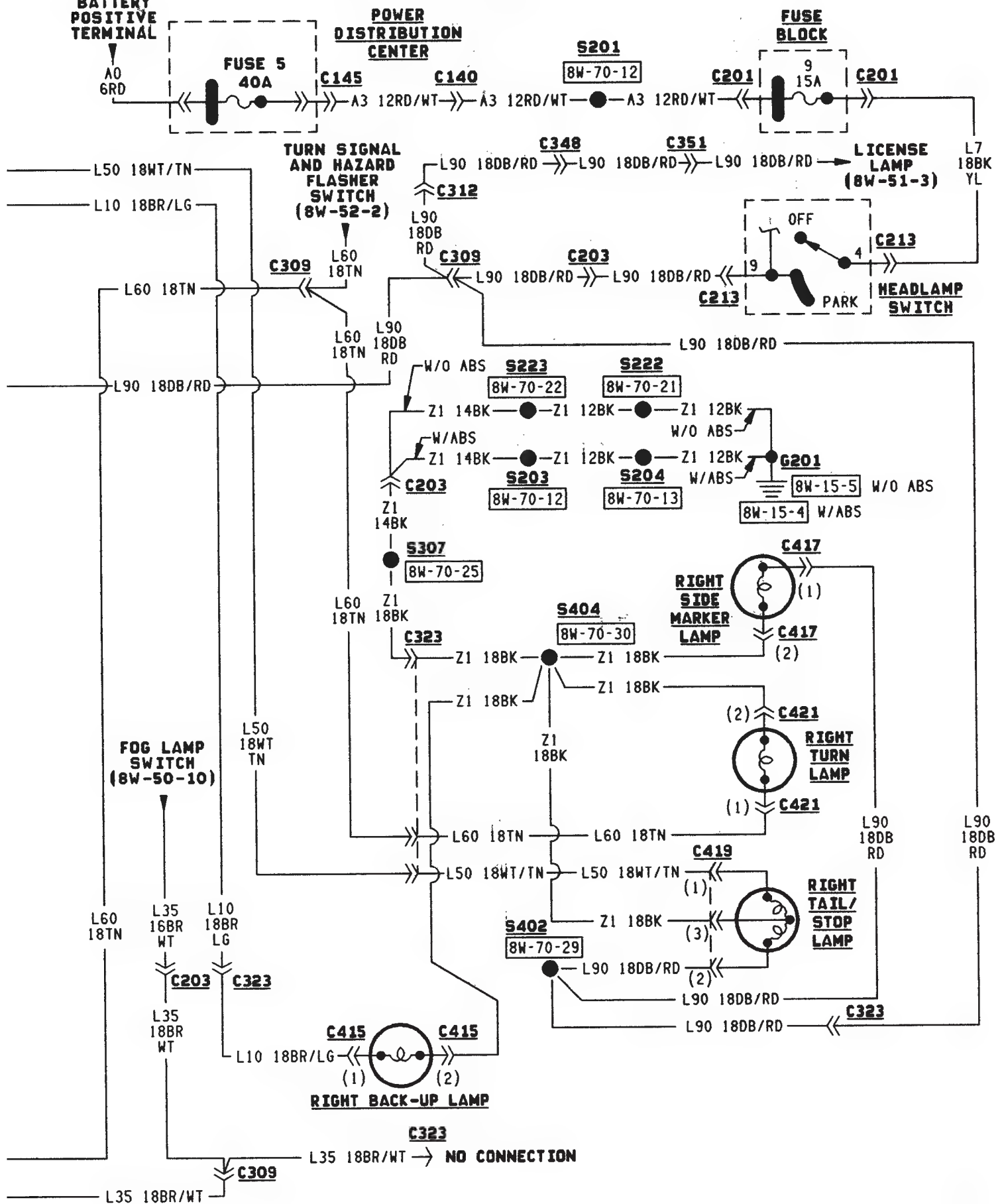
DIAGRAM INDEX

Component	Page
Center High Mounted Stop Lamps (CHMSL)	8W-51-3
Fuse 4 (PDC)	8W-51-3
Fuse 5 (PDC)	8W-51-2
Fuse 6 (Fuse Block)	8W-51-2
Fuse 6 (PDC)	8W-51-2
Fuse 9 (Fuse Block)	8W-51-2
Headlamp Switch	8W-51-2
Ignition Switch	8W-51-2
Left Back-Up Lamp	8W-51-4
Left Side Marker Lamp	8W-51-4
Left Tail/Stop Lamp	8W-51-4
Left Turn Signal Lamp	8W-51-4
License Plate Lamp	8W-51-3
Park/Neutral Position Switch	8W-51-2
Right Back-Up Lamp	8W-51-5
Right Side Marker Lamp	8W-51-5
Right Tail/Stop Lamp	8W-51-4
Right Turn Signal Lamp	8W-51-5
Stop Lamp Switch	8W-51-3









TURN SIGNALS

TURN SIGNAL RELAY

In the RUN position, the ignition switch connects circuit A1 from fuse 6 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 connects to the turn signal relay.

Circuit L9 from fuse 4 in the PDC supplies battery voltage to the relay. Circuit Z1 provides ground for the relay.

Circuit L5 from the relay connects to the multi-function switch to supply power to the turn signals. The multi-function switch supplies voltage to the turn signals and side marker lamps on circuits L60 and L61.

Circuit L12 from the relay connects to the multi-function switch and the hazard flasher relay.

TURN SIGNALS

When the operator selects the right turn signal, the multi-function switch connects power from circuit L5 to circuit L60. Circuit L60 feeds the right front and right rear turn signal lamp. Circuit L60 also splices to power the right turn signal indicator lamp on the instrument cluster.

When the operator selects the right turn signal, the multi-function switch connects power from circuit L5 to circuit L61. Circuit L61 feeds the left front and left rear turn signal lamp. Circuit L61 also splices to power the left turn signal indicator lamp on the instrument cluster.

Circuit Z1 provides ground for the turn signal lamps.

HELPFUL INFORMATION

- The turn signal lamps are the same lamps used for the hazard flasher.
- Check fuse 6 in the PDC.

HAZARD FLASHERS

When the operator selects the hazard flashers, the multi-function switch connects circuit L12 from the hazard flasher relay to circuits L60 and L61.

Circuit L60 feeds the right front and right rear turn signal lamp. Circuit L60 also splices to power the right turn signal indicator lamp on the instrument cluster.

Circuit L61 feeds the left front and left rear turn signal lamp. Circuit L61 also splices to power the left turn signal indicator lamp on the instrument cluster.

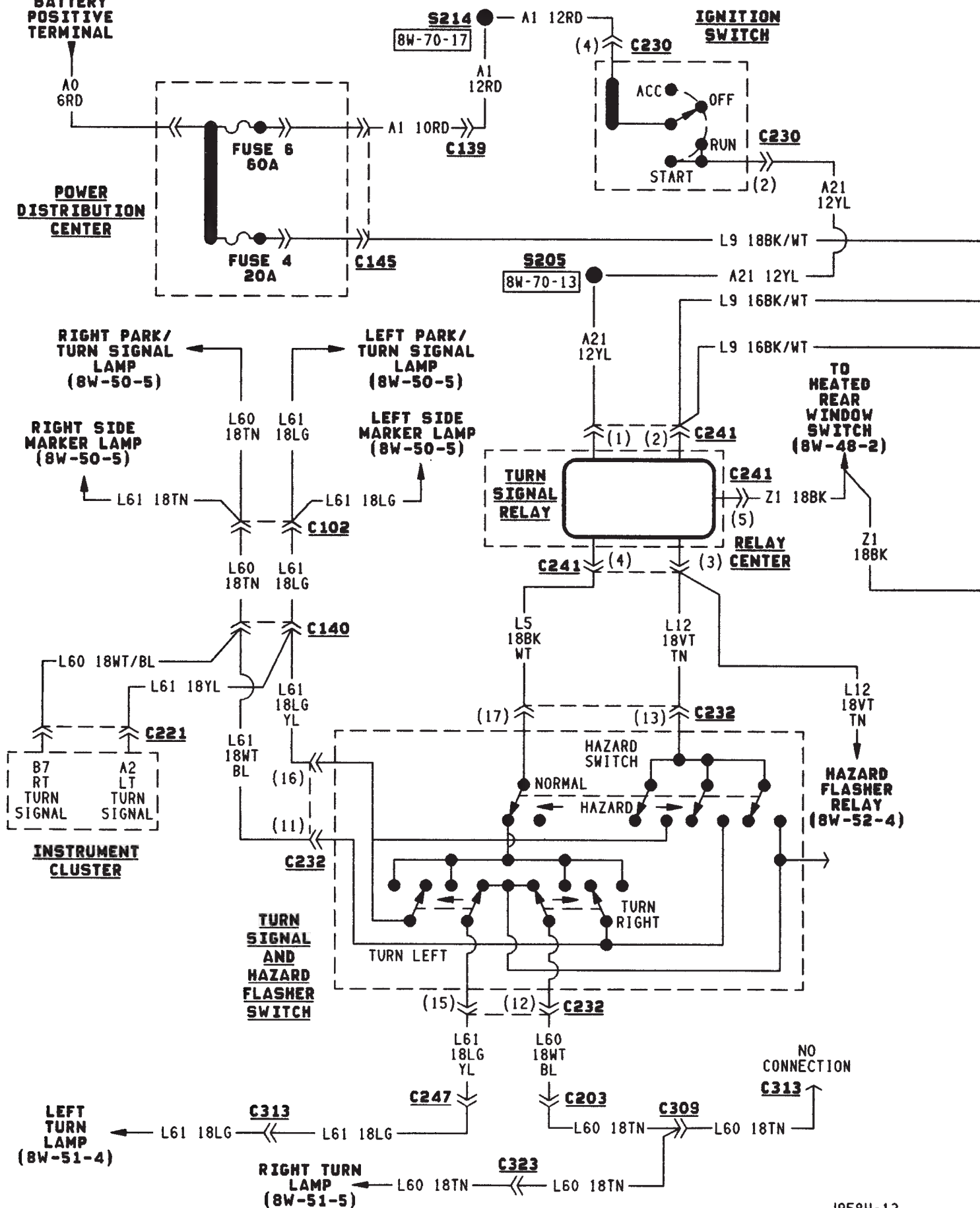
Circuit Z1 provides ground for the hazard flasher lamps.

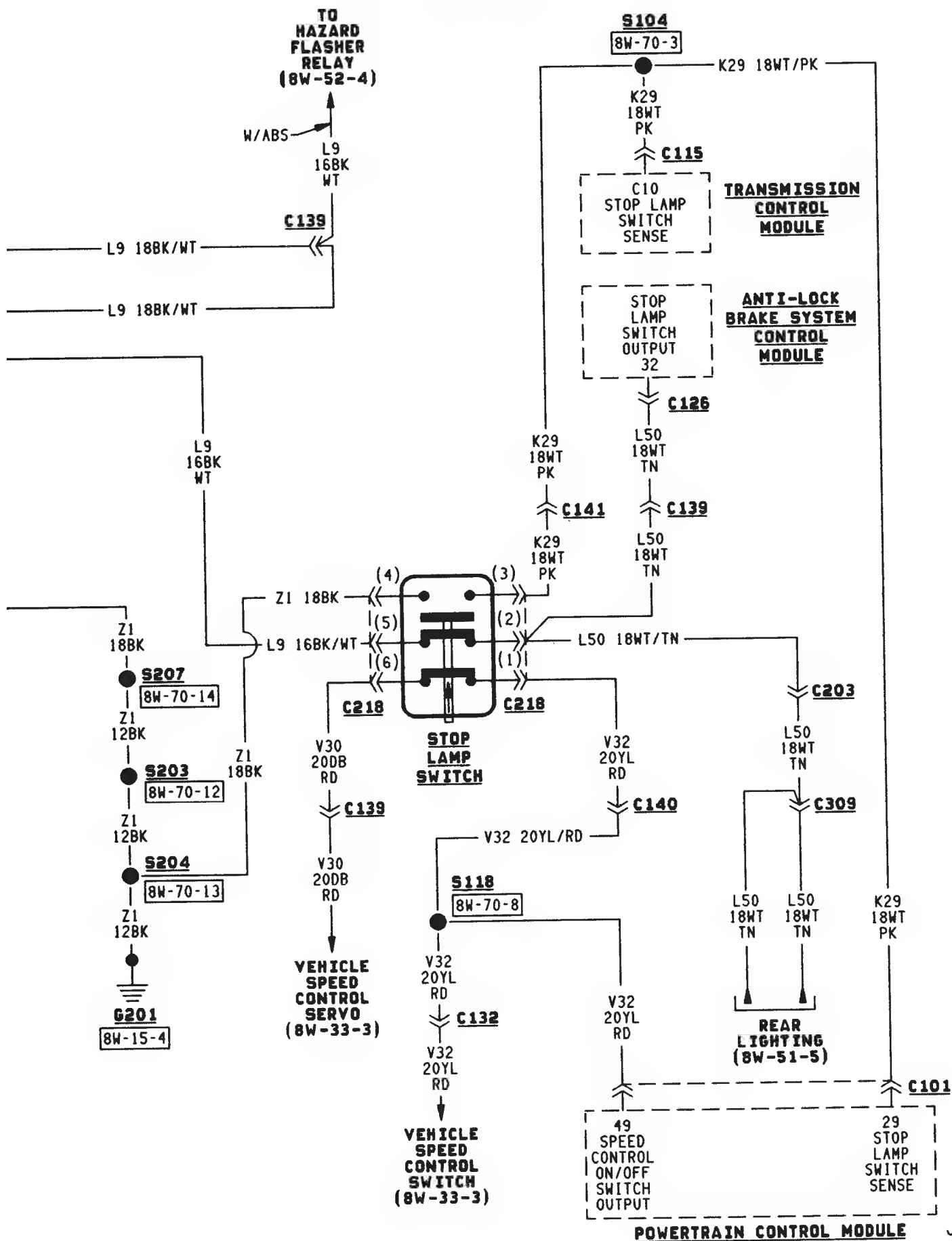
HELPFUL INFORMATION

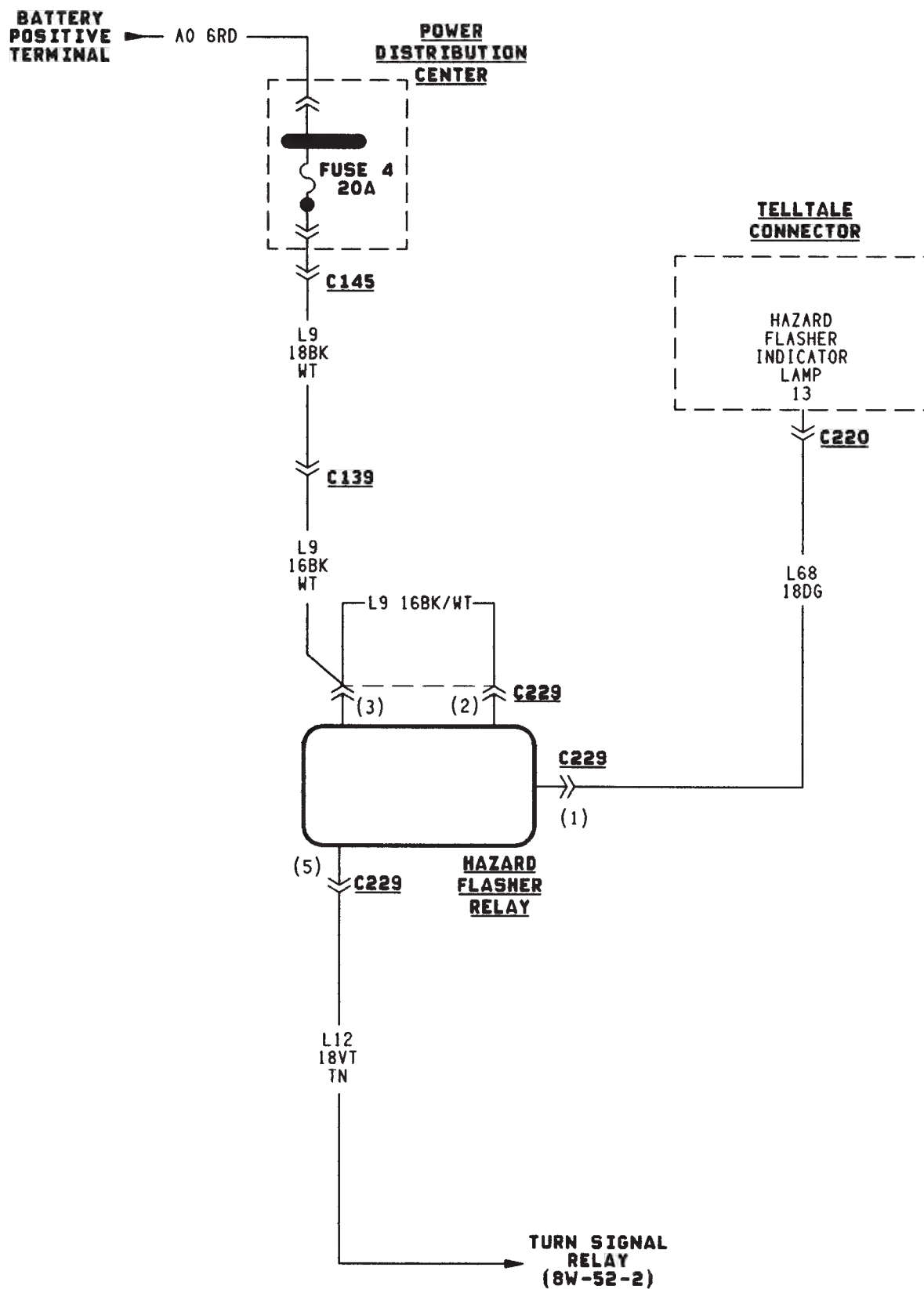
- The hazard flasher lamps are the same lamps used for the turn signals.

DIAGRAM INDEX

Component	Page
ABS Control Module	8W-52-3
Flasher Relay	8W-52-2
Fuse 4 (PDC)	8W-52-2
Fuse 6 (PDC)	8W-52-2
Ignition Switch	8W-52-2
Instrument Cluster	8W-52-2
Powertrain Control Module	8W-52-3
Stop Lamp Switch	8W-52-3
Transmission Control Module	8W-52-3
Telltale Connector (Instrument Cluster)	8W-52-4
Turn Signal Relay	8W-52-4
Turn Signal Switch	8W-52-2







WIPERS

INDEX

	page		page
Diagram Index	2	Rear Wiper System	1
Intermittent Wipers	11	Standard Wipers	1

STANDARD WIPERS

The standard wiper system operates at either LOW or HIGH speeds. In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from fuse 6 in the PDC with circuit A48. Circuit A48 supplies voltage to circuit F86 through fuse 3 in the fuse block.

Circuit F86 is double crimped at the wiper switch. The F86 branch from the wiper switch supplies power to the park switch in the wiper motor. Circuit Z1 from the wiper motor provides ground for the wiper motor and switch.

When the operator moves the wiper switch to the LOW position, battery voltage passes through the switch to circuit V3. Circuit V3 feeds the wiper motor low speed brushes. If the operator selects wiper HIGH speed operation, the wiper switch passes current to circuit V4. Circuit V4 feeds the wiper motor high speed brushes.

As the windshield wiper motor turns, the park switch, internal to the motor, moves from its DOWN position to the UP position. When the wiper switch is turned OFF, the V55 circuit prevents the wipers from stopping in any position but park.

The windshield washer uses a pump motor located inside the windshield washer fluid reservoir. When the washer switch is pressed, power is supplied through the wiper switch to the pump motor on circuit V10. Circuit Z1 provide ground for the pump motor.

INTERMITTENT WIPERS

A circuit breaker powers the standard wiper system. The intermittent wiper system operates at either LOW or HIGH or DELAY speeds.

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from fuse 6 in the PDC with circuit A48. Circuit A48 supplies voltage to circuit F86 through the circuit breaker in cavity 3 of the fuse block.

Circuit F86 is double crimped at the circuit breaker and supplies power to the wiper switch and the park switch in the wiper motor. Circuit Z1 from the wiper motor provides ground for the wiper motor and switch.

When the operator moves the wiper switch to the LOW position, battery voltage passes through the switch to circuit V3. Circuit V3 feeds the wiper motor low speed brushes. If the operator selects wiper

HIGH speed operation, the wiper switch passes current to circuit V4. Circuit V4 feeds the wiper motor high speed brushes.

The DELAY portion of the wiper switch contains a variable resistor. The variable resistor connects to the intermittent wiper module through the wiper switch harness. The amount of delay selected by the operator determines the voltage drop through the resistor and the voltage level received by the intermittent wiper module.

After the intermittent wiper control module determines the amount of delay selected, it cycles the wipers by periodically energizing circuit V3. Circuit V3 powers the wiper motor low speed brushes.

As the windshield wiper motor turns, the park switch, internal to the motor, moves from its DOWN position to the UP position. When the wiper switch is turned OFF, the V55 circuit prevents the wipers from stopping in any position but park.

The windshield washer uses a pump motor located inside the windshield washer fluid reservoir. When the washer switch is pressed, power is supplied through the wiper switch to the pump motor on circuit V10. Circuit Z1 provides ground for the pump motor.

REAR WIPER SYSTEM

In the RUN position, the ignition switch connects circuit A1 from fuse 6 in the PDC with circuit A38. Circuit A38 connects to a fuse block bus bar that powers circuit V15 through the fuse in cavity 19. Circuit V15 supplies power to the rear wiper switch.

In the WIPE or WASH positions, the rear wiper switch supplies voltage to the wiper motor on circuit V13. Circuit Z1 provides ground for the wiper motor.

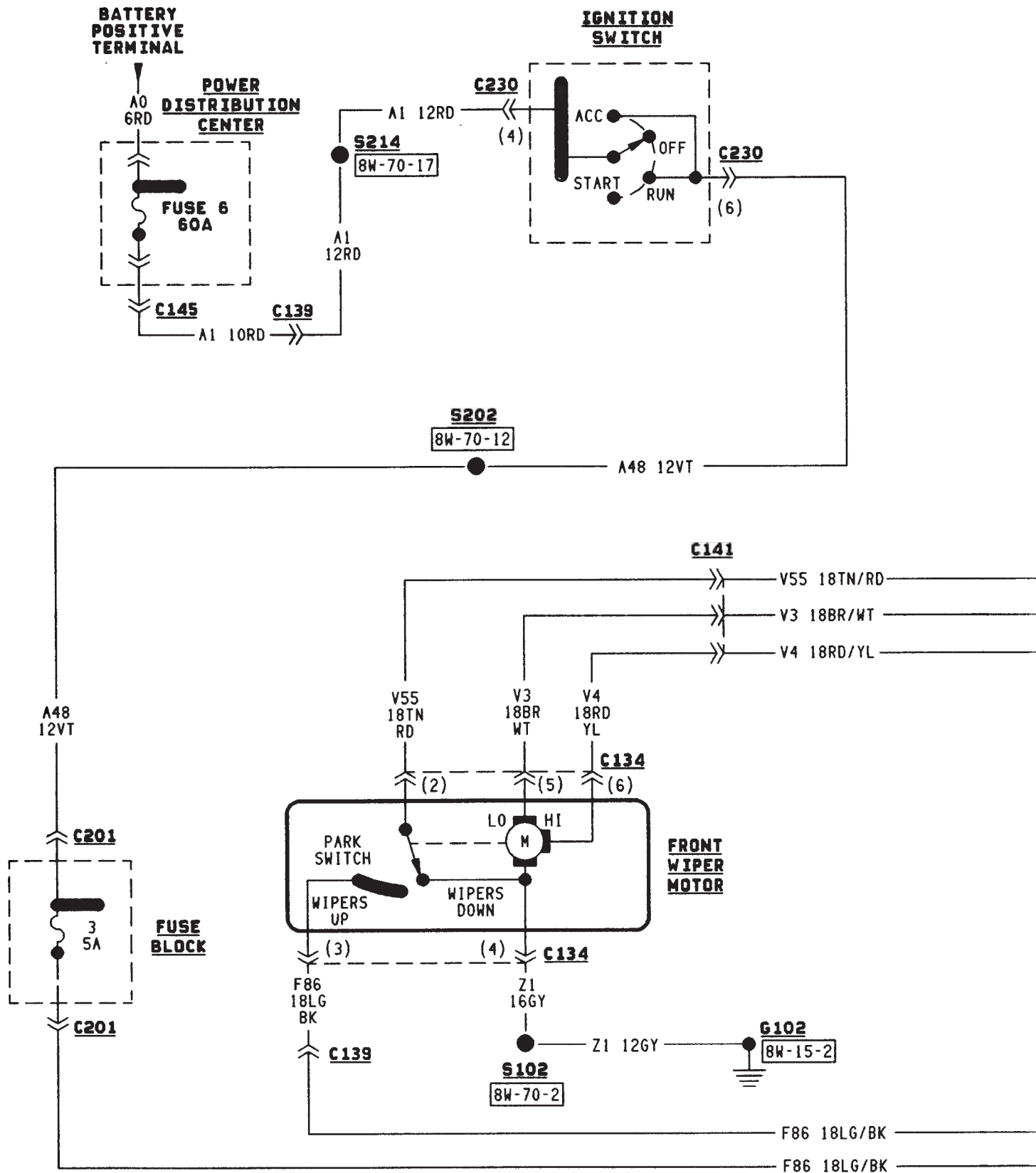
The rear windshield washer uses a pump motor located inside the windshield washer fluid reservoir. When the rear wiper switch is pressed, power is supplied through the wiper switch to the rear wiper and the pump motor on circuit V20. Circuit Z1 provides ground for the pump motor.

As the rear wiper motor turns, the park switch, internal to the motor, moves from the RUN position to the PARK position. When the wiper switch is turned OFF, the F20 circuit prevents the wipers from stopping in any position but park.

DIAGRAM INDEX

Component	Page
Front Wiper Motor	8W-53-3, 4
Front Washer Pump Motor	8W-53-3, 6
Fuse 3 (Fuse Block)	8W-53-3, 4
Fuse 6 (PDC)	8W-53-3, 4, 6
Fuse 19 (Fuse Block)	8W-53-6
Ignition Switch	8W-53-3, 4, 6
Intermittent Wiper Module	8W-53-5
Rear Washer Pump Motor	8W-53-6
Rear Wiper Motor	8W-53-6
Rear Wiper Switch	8W-53-6
Wiper Switch (Intermittent Wipers)	8W-53-5
Wiper Switch (Standard Wipers)	8W-53-3







TRAILER TOW

TRAILER TOW

The factory installed trailer tow system in this vehicle uses three relays and a circuit breaker along with the trailer tow wiring connector located below the rear bumper.

Battery voltage for the trailer tow circuit breaker and relays is supplied on circuit A11. This circuit is HOT at all times and connects to the power accessory tap in the fuse block. An in line 10 amp circuit protected breaker protects circuit A11 and the trailer tow circuits. The trailer tow circuit breaker is located in the left rear quarter panel.

STOP LAMP RELAY

Power for the coil side of the stop lamp relay is supplied by circuit L50. This circuit connects to the stop lamps. Ground for the coil side is supplied on circuit Z1.

When the operator depresses the brake pedal, voltage flows through the coil of the relay to ground causing the contacts in the relay to close connecting circuits A11 and 95.

Circuit 95 connects to the left and right turn signal relays. Voltage flows through the closed contacts in the relays to the trailer tow connector.

RIGHT TURN RELAY

Power for the coil side of the right turn relay is supplied by circuit L60. This circuit connects to the right side turn signal lamps. Ground for the coil side of the relay is supplied on circuit Z1.

When the operator turns the right turn signal ON, power flows through the coil in the relay to ground causing the contacts in the relay to switch from there normally CLOSED position to connect circuits 94 and L60.

Circuit 94 is the feed for the contact side of the relay. Circuit L60 connects from the relay to the trailer tow connector.

Circuit 94 is fed power through the normally CLOSED side of the stop lamp relay and circuit A11. The A11 circuit is HOT at all times and protected by a 10 amp circuit breaker located in the left rear quarter panel.

LEFT TURN RELAY

Power for the coil side of the left turn relay is supplied by circuit L61. This circuit connects to the left side turn signal lamps. Ground for the coil side of the relay is supplied on circuit Z1.

When the operator turns the left turn signal ON, power flows through the coil in the relay to ground causing the contacts in the relay to switch from there normally CLOSED position to connect circuits 94 and L61.

Circuit 94 is the feed for the contact side of the relay. Circuit L61 connects from the relay to the trailer tow connector.

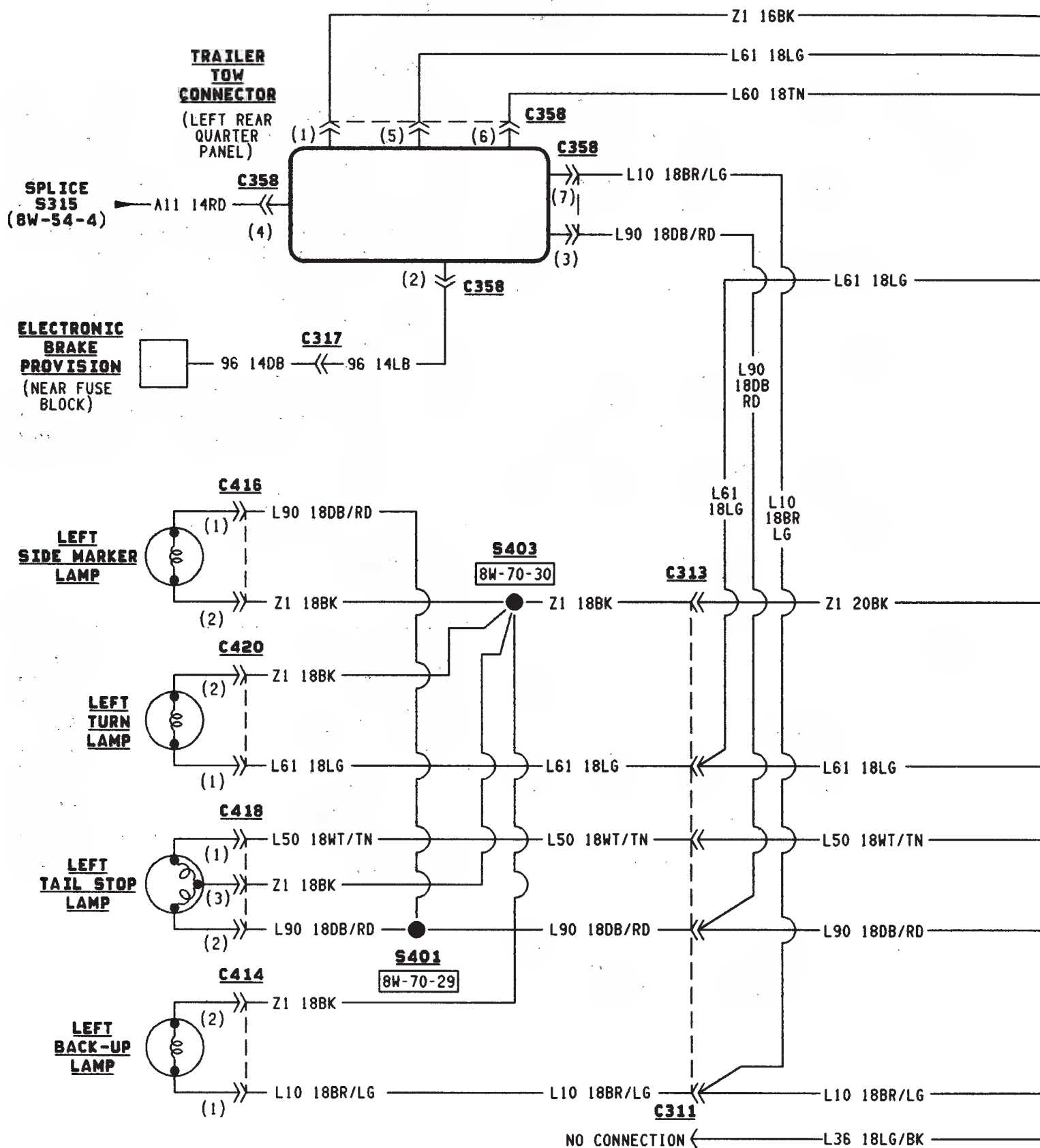
Circuit 94 is fed power through the normally CLOSED side of the stop lamp relay and circuit A11. The A11 circuit is HOT at all times and protected by a 10 amp circuit breaker located in the right rear quarter panel.

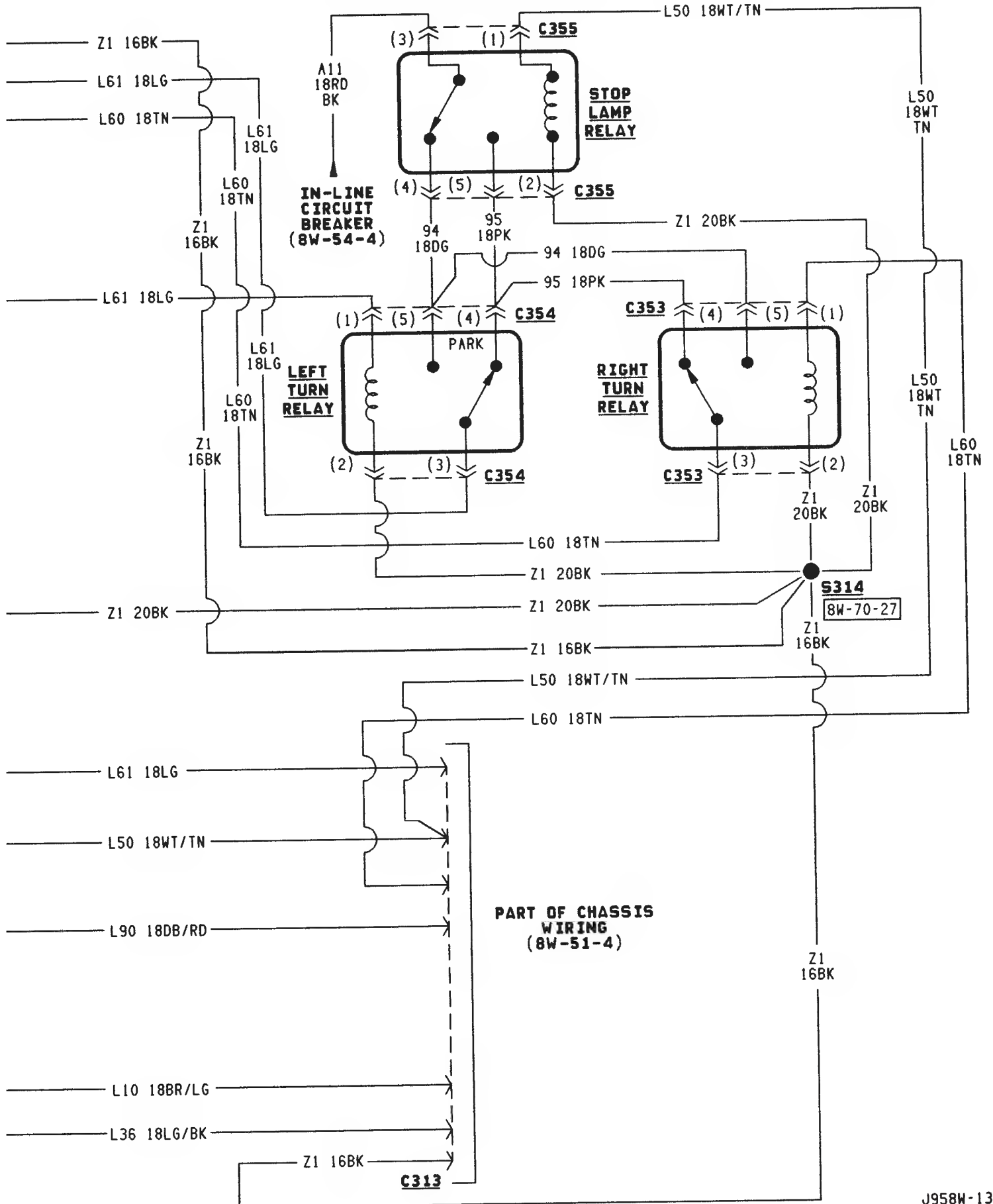
HELPFUL INFORMATION

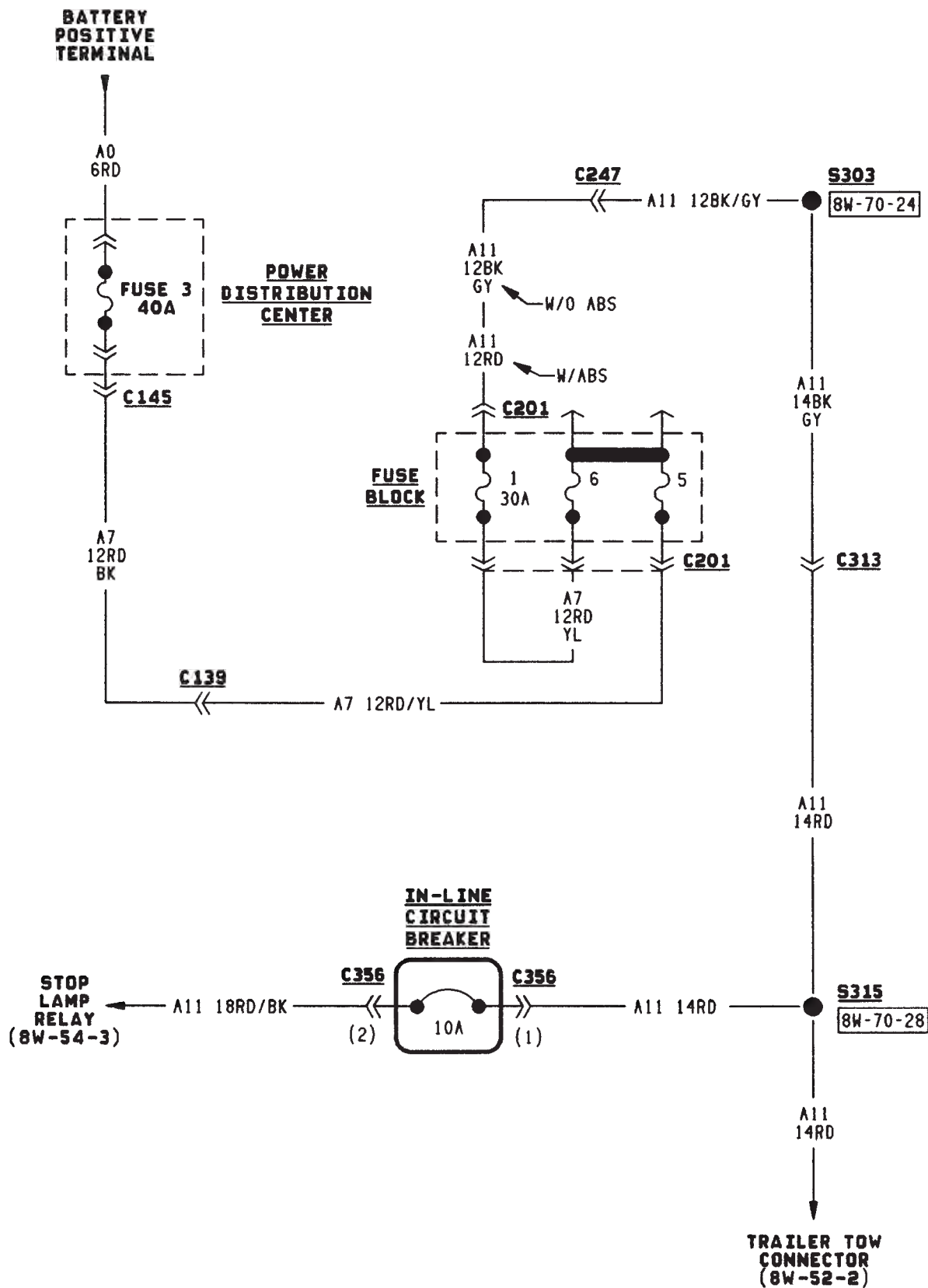
- Check the In-Line circuit breaker

DIAGRAM INDEX

Component	Page
Circuit Breaker (In-Line)	8W-54-4
Electric Brake Provision	8W-54-2
Fuse 1 (Fuse Block)	8W-54-4
Fuse 3 (PDC)	8W-54-4
Left Turn Signal Relay	8W-54-3
Left Back-Up Lamp	8W-54-2
Left Side Marker Lamp	8W-54-2
Left Tail/Stop Lamp	8W-54-2
Left Turn Signal Lamp	8W-54-2
Right Turn Signal Relay	8W-54-3
Stop Lamp Relay	8W-54-3
Trailer Tow Connector	8W-54-2







POWER WINDOWS

INDEX

	page	page
Diagram Index	2	
Helpful Information	2	
Power Windows		1

POWER WINDOWS

When the ignition switch is in the ACCESSORY or RUN position, it connects circuit A1 from fuse 6 in the Power Distribution Center (PDC) to circuit A48. Circuit A48 powers circuit F81 through fuse 12 in the fuse block. Circuit F81 supplies voltage to the power window system.

Circuit F81 connects to the master window switch. Circuit Z1 provides ground for the power windows.

A LOCK-OUT feature is provided on the driver's door window switch. When this feature is engaged the other windows in the system will not operate.

RIGHT FRONT WINDOW OPERATION

When the operator selects window DOWN operation power is supplied on the F81 circuit through the switch to circuit Q12. Circuit Q12 goes from the switch to the power window motor. Ground for the motor is supplied on the Q22 circuit back to the switch. A bus bar, internal to the switch, connects the Q22 circuit to the Z1 circuit.

For window UP operation the circuits are reversed. Circuit Q22 is the feed, and circuit Q12 is the ground.

LEFT FRONT WINDOW OPERATION

When the DRIVER selects window DOWN operation, power is supplied on the F81 circuit through the switch to circuit Q26.

Circuit Q26 goes from the drivers door switch to the left front door switch. Power is passed through this switch to circuit Q21. The Q21 circuit then goes to the right front window motor.

Ground for the window motor is supplied on the Q11 circuit back to the right door switch. Circuitry internal to the switch then passes the ground to circuit Q16. Circuit Q16 goes from the right front door switch to the master switch. A bus bar, internal to the switch, connects the Q16 circuit to the Z1 circuit.

For window UP operation the circuits are reversed. Circuits Q16 and Q11 are the feeds, and circuits Q21 and Q26 are the grounds.

If the switch is being operated from the PASSENGER'S front door, and the operator is requesting window DOWN operation, power is supplied on the Q1 circuit from the driver's master switch circuit through the switch to the Q21 circuit.

Ground for the motor is supplied on the Q11 circuit through the switch and back to the master switch on circuit Q16. A bus bar, internal to the switch, connects the Q16 circuit to the Z1 circuit.

For window UP operation, the circuits are reversed. Circuit Q11 is the power and circuit Q21 is the ground.

LEFT REAR WINDOW

When the DRIVER selects window DOWN operation power is supplied on the F81 circuit through the switch to circuit Q17.

Circuit Q17 goes from the drivers door switch to the left rear door power window switch. Power is passed through the switch to circuit Q22. The Q22 circuit then goes to the left rear window motor.

Ground for the window motor is supplied on the Q12 circuit back to the left rear door switch. Circuitry internal to the switch then passes the ground to circuit Q27. Circuit Q27 goes from the left rear door switch to the master switch. A bus bar, internal to the switch, connects the Q27 circuit to the Z1 circuit.

For window UP operation the circuits are reversed. Circuits Q27 and Q12 are the feeds, and circuits Q22 and Q17 are the grounds.

If the switch is being operated from the LEFT REAR door, and the operator is requesting window DOWN operation, power is supplied on the Q1 circuit from the driver's master switch circuit through the switch to the Q22 circuit.

Ground for the motor is supplied on the Q12 circuit through the switch and to circuit Q27. Circuit Q27 connects to the master window switch. A bus bar, internal to the switch, connects the Q27 circuit to the Z1 circuit.

For window UP operation, the circuits are reversed. Circuit Q12 is the power and circuits Q22, and Q17 are the grounds.

RIGHT REAR WINDOW

When the DRIVER selects window DOWN operation, power is supplied on the F81 circuit through the switch to circuit Q18.

Circuit Q18 goes from the drivers door switch to the right rear door window switch connector. Power is passed through this switch to circuit Q22. The Q22 circuit then goes to the right rear window motor.

Ground for the window motor is supplied on the Q12 circuit back to the right rear door switch. Circuitry internal to the switch then passes the ground to circuit Q28. Circuit Q28 goes from the right rear door switch to the master switch. A bus bar, internal to the switch, connects the Q28 circuit to the Z1 circuit.

For window UP operation the circuits are reversed. Circuits Q28 and Q12 are the feeds, and circuits Q22, Q33 and Q18 are the grounds.

If the switch is being operated from the RIGHT REAR door, and the operator is requesting window DOWN operation, power is supplied on the Q1 circuit from the driver's master switch circuit through the switch to the Q22 circuit.

Ground for the motor is supplied on the Q12 circuit through the switch and back to the master switch on circuit Q28. A bus bar, internal to the switch, connects the Q28 circuit to the Z1 circuit.

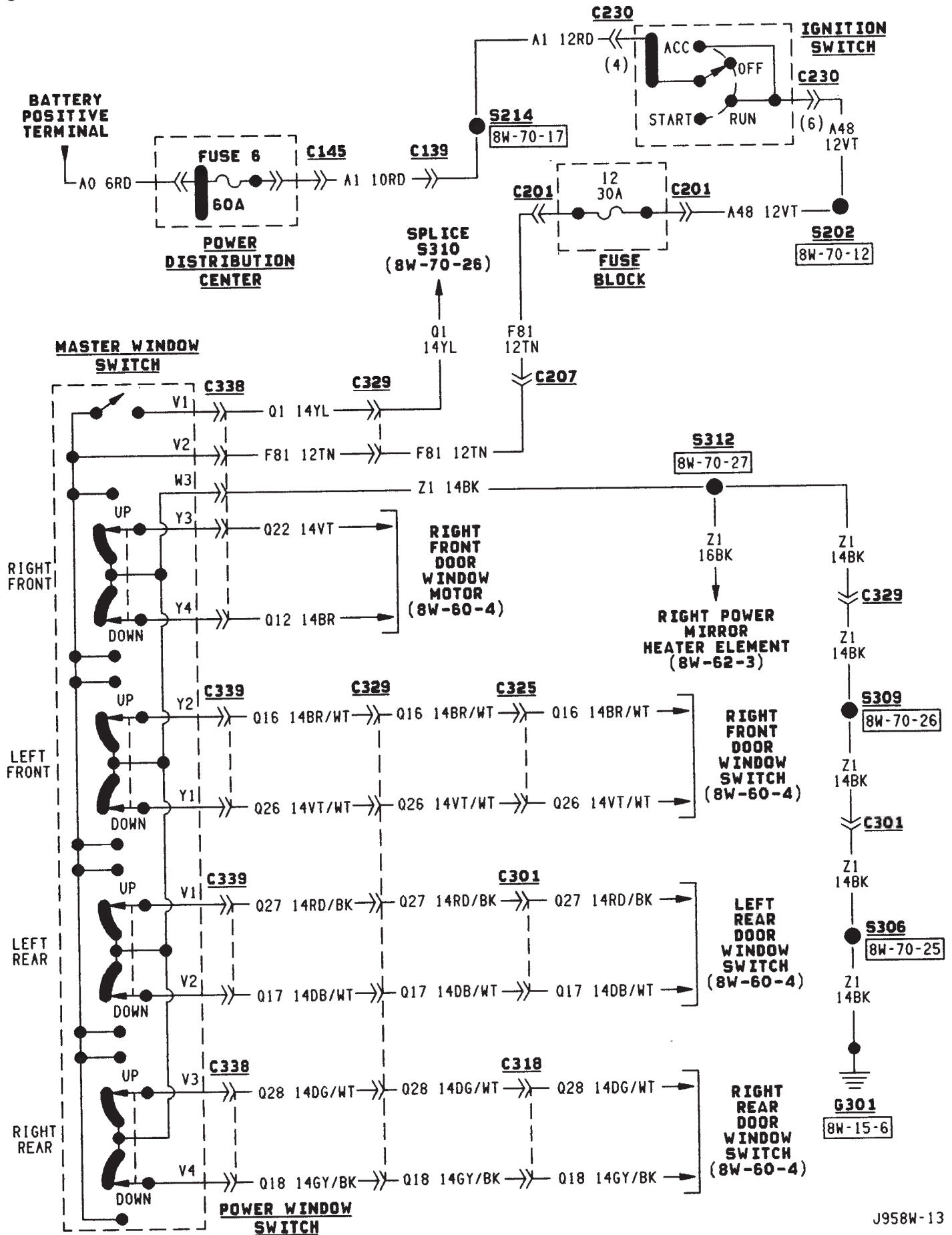
For window UP operation, the circuits are reversed. Circuit Q12 is the power and circuits Q22 and Q18 are the ground.

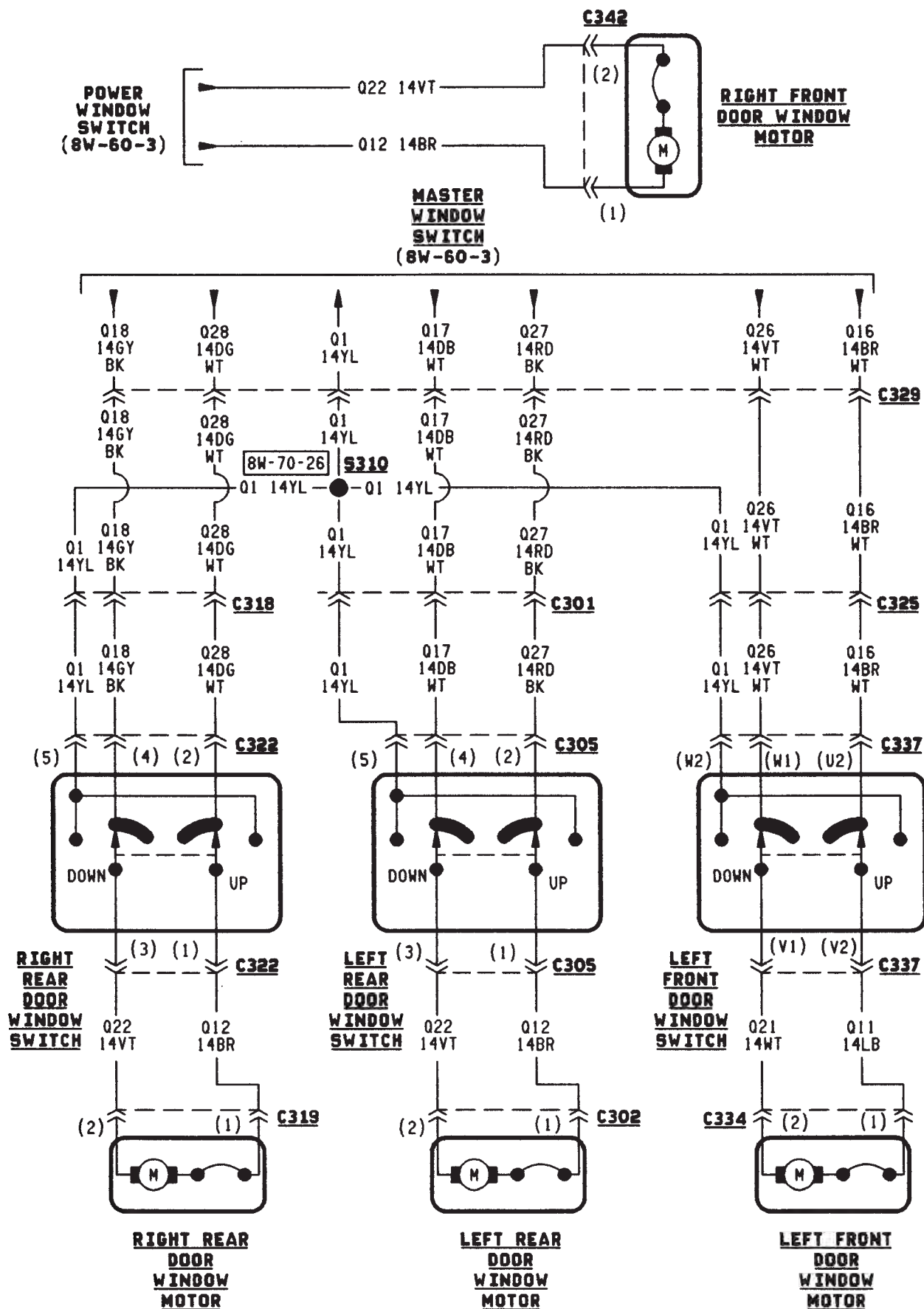
HELPFUL INFORMATION

Refer to the appropriate group of the Service Manual for test procedures.

DIAGRAM INDEX

Component	Page
Fuse 6 (PDC)	8W-60-3
Fuse 12 (Fuse Block)	8W-60-3
Ignition Switch	8W-60-3
Power Window Door Switches	8W-60-4
Power Window Master Switch	8W-60-3
Power Window Motors	8W-60-4





POWER DOOR LOCKS

POWER DOOR LOCKS

Two relays provide power for the power door lock motors. The Unlock relay provides power for the unlock circuits while the Lock relay powers the lock circuits. Either power door lock switch can operate the Unlock and Lock relays.

LOCK RELAY

Circuit A7 from fuse 3 in the Power Distribution Center (PDC) powers circuits P37 and P38 through fuse 6 in the fuse block. When either power door lock switch is put in the LOCK position, the switch connects circuit P38 to circuit P35. Circuit P35 supplies power to the coil side of the lock relay, causing the relay contacts to close. Circuit Z1 provides ground for the coil side of the lock relay.

When the lock relay contacts close, they connect battery voltage from circuit P37 to circuit P2. Circuit P2 then supplies battery voltage to the power door lock motors to LOCK the doors.

When the power doors LOCK, ground for the motors is on circuit P34 through the normally closed contacts in the door unlock relay to ground on circuit Z1.

UNLOCK RELAY

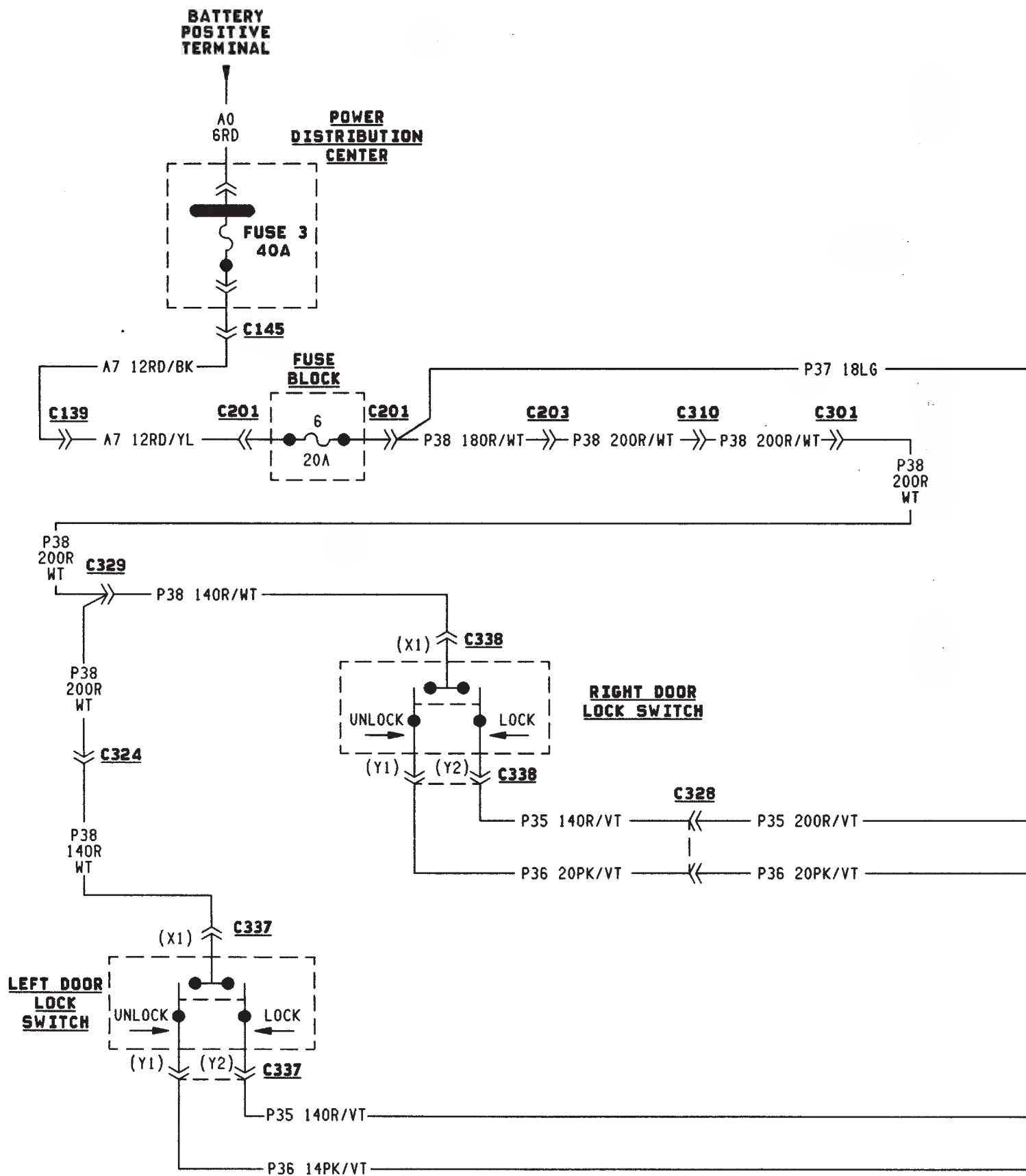
Circuit A7 from fuse 3 in the Power Distribution Center (PDC) powers circuits P37 and P38 through fuse 6 in the fuse block. When either power door lock switch is put in the UNLOCK position, the switch connects circuit P38 to circuit P36. Circuit P36 supplies power to the coil side of the unlock relay, causing the relay contacts to close. Circuit Z1 provides ground for the coil side of the unlock relay.

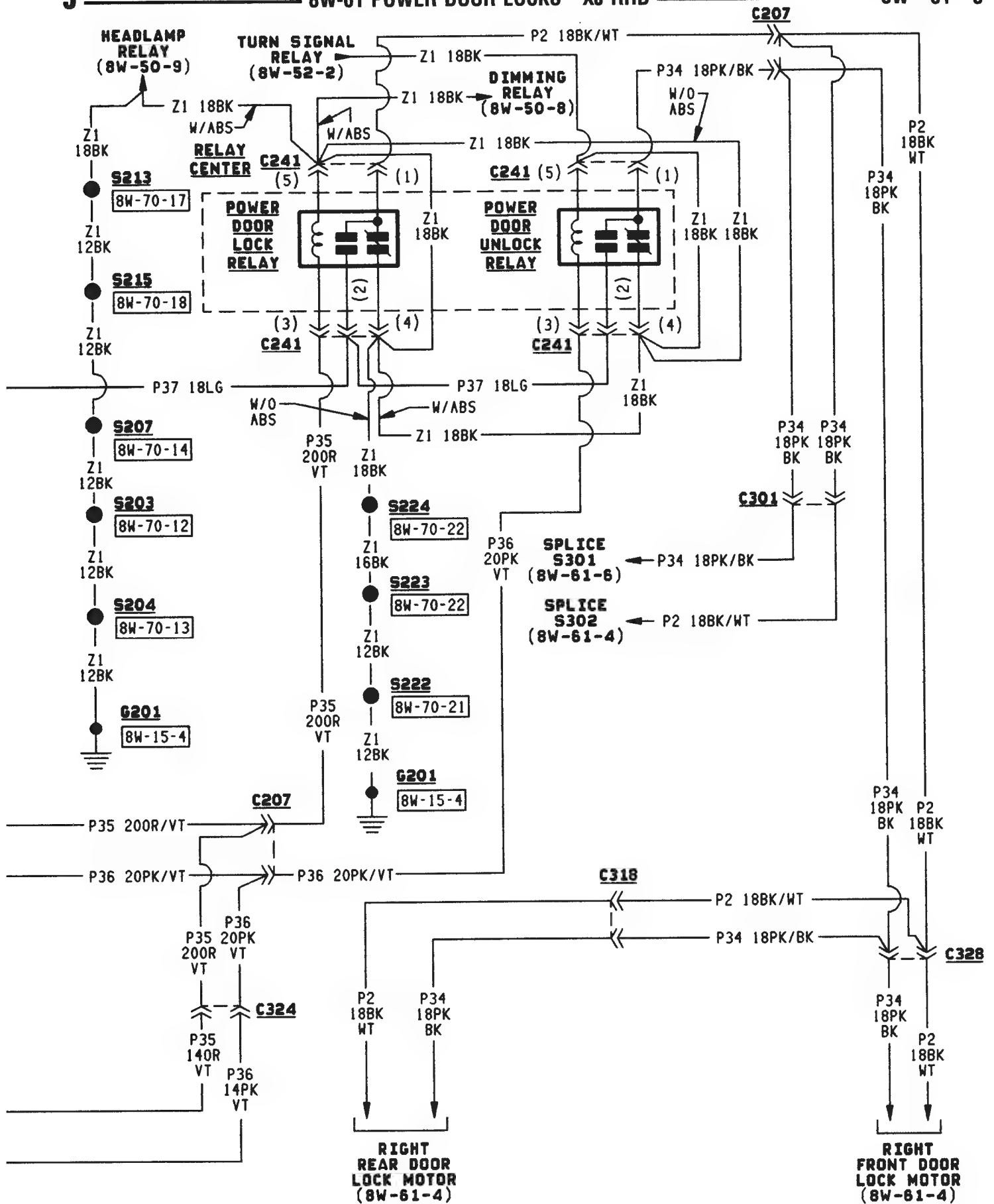
When the unlock relay contacts close, they connect battery voltage from circuit P37 to circuit P34. Circuit P34 then supplies battery voltage to the power door lock motors to UNLOCK the doors.

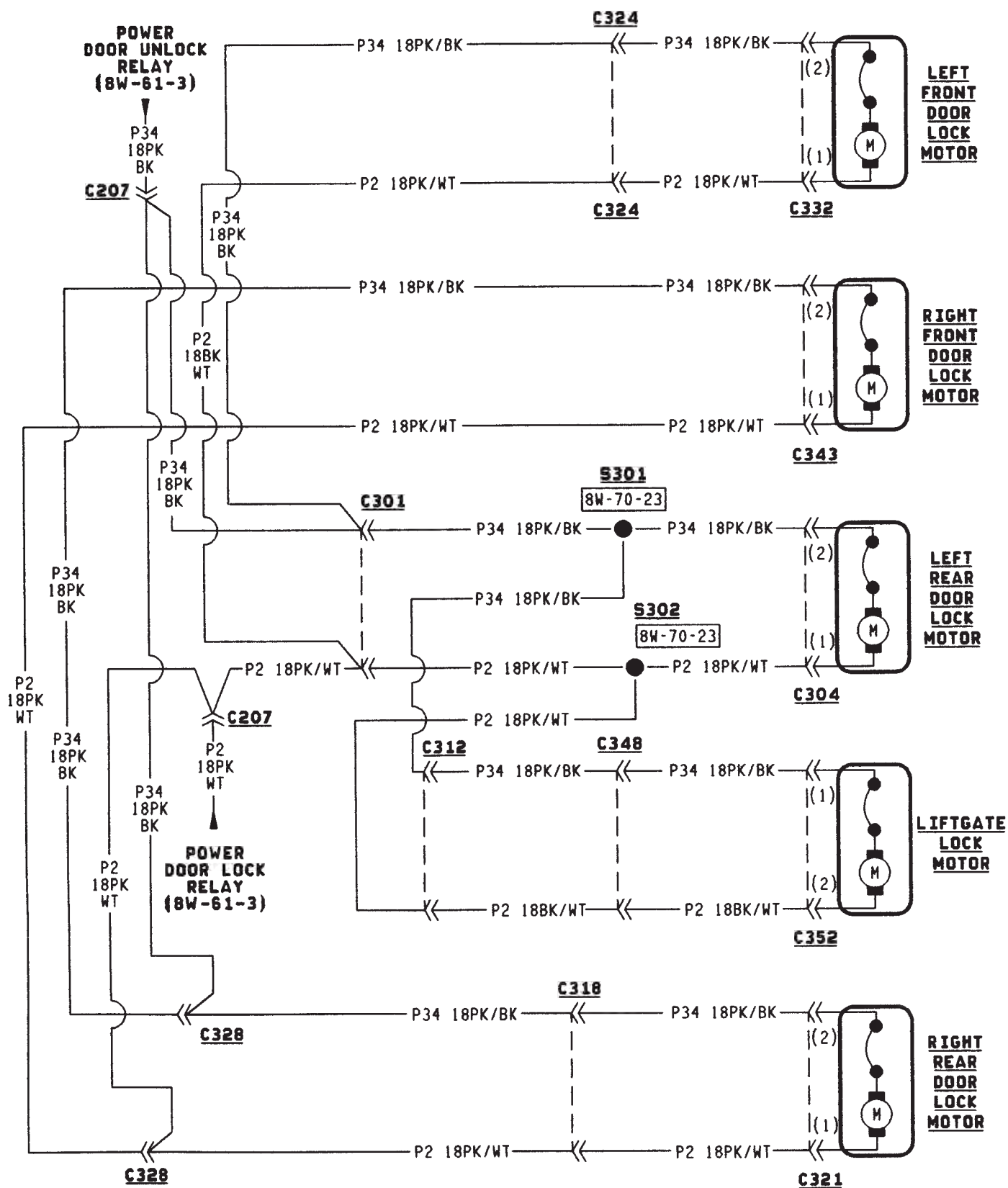
When the power doors UNLOCK, ground for the motors is on circuit P2 through the normally closed contacts in the door lock relay to ground on circuit Z1.

DIAGRAM INDEX

Component	Page
Fuse 3 (PDC)	8W-61-2
Fuse 6 (Fuse Block)	8W-61-2
Liftgate Lock Motor	8W-61-3
Power Door Lock Motors	8W-61-3
Power Door Lock Relay	8W-61-2
Power Door Lock Switches	8W-61-2
Power Door Unlock Relay	8W-61-2







POWER MIRRORS

INDEX

	page		page
Diagram Index	1	Power Mirrors	1
Heater Elements	1		

POWER MIRRORS

Four switches operates the left and right power mirrors. One switch selects right or left mirror. Each mirror has two motors; a LEFT/RIGHT motor and a UP/DOWN motor. The motors switch polarity to allow mirror adjustment.

Circuit A7 from fuse 13 in the Power Distribution Center (PDC) supplies battery voltage to fuse 8 in the fuse block. Fuse 8 supplies voltage to circuit P60. Circuit P60 powers the power mirror switch. Circuit Z1 connects to the power mirror switch and supplies ground for the power mirror system.

RIGHT POWER MIRROR OPERATION

In the right position, the power mirror switch supplies power to the right mirror LEFT/RIGHT motor on circuit P79 when a rightward adjustment is made. Circuit P77 provides the ground path the for rightward adjustments.

When the operator makes leftward adjustment, polarity reverses. For leftward adjustments, the switch supplies battery voltage to the right mirror LEFT/RIGHT motor on circuit P77. Circuit P79 supplies ground for leftward adjustments.

During upward adjustments, the switch supplies voltage to the right mirror UP/DOWN motor on circuit P79. Circuit P80 supplies ground during upward adjustments.

For downward adjustments, the polarity is reversed, the switch powers the right mirror UP/DOWN motor on circuit P80. Circuit P79 supplies the ground path.

LEFT POWER MIRROR OPERATION

In the left position, the power mirror switch supplies power to the left mirror LEFT/RIGHT motor on circuit P79 when a rightward adjustment is made. Circuit P81 provides the ground path the for rightward adjustments.

When the operator makes leftward adjustment, polarity reverses. For leftward adjustments, the switch supplies battery voltage the left mirror LEFT/RIGHT motor on circuit P81. Circuit P79 supplies ground for leftward adjustments.

During upward adjustments, the switch supplies voltage to the left mirror UP/DOWN motor on circuit P79. Circuit P78 supplies ground during upward adjustments.

For downward adjustments, the polarity is reversed, the switch powers the left mirror UP/DOWN motor on circuit P78. Circuit P79 supplies the ground path.

HELPFUL INFORMATION

- Check fuse 3 in the PDC and fuse 8 in the fuse block in the PDC

HEATER ELEMENTS

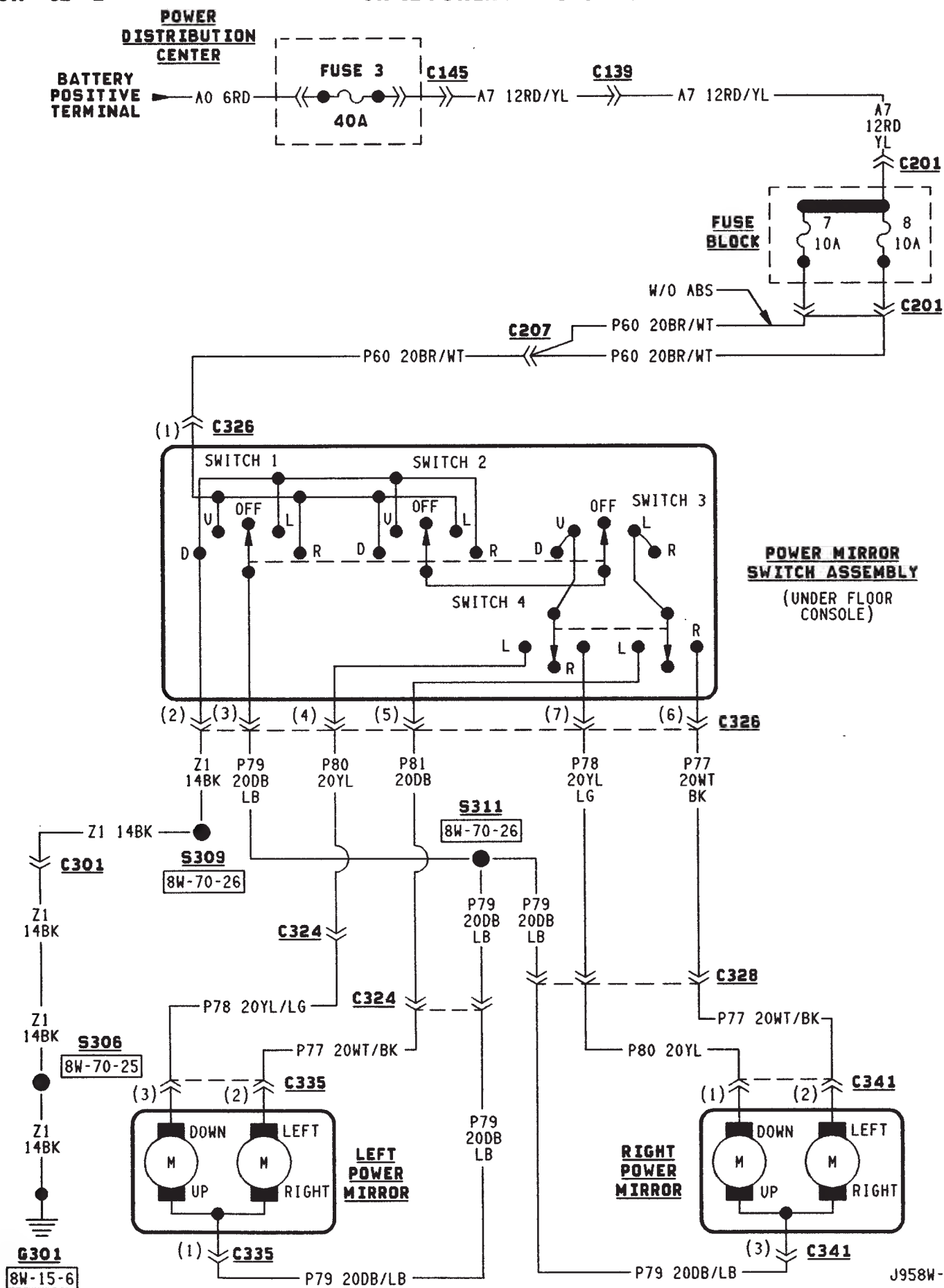
The heated rear window relay powers the heater elements in power mirrors. When the relay energizes, it supplies power to the heater elements on circuit C15. Circuit Z1 provides ground for the power mirror heater elements.

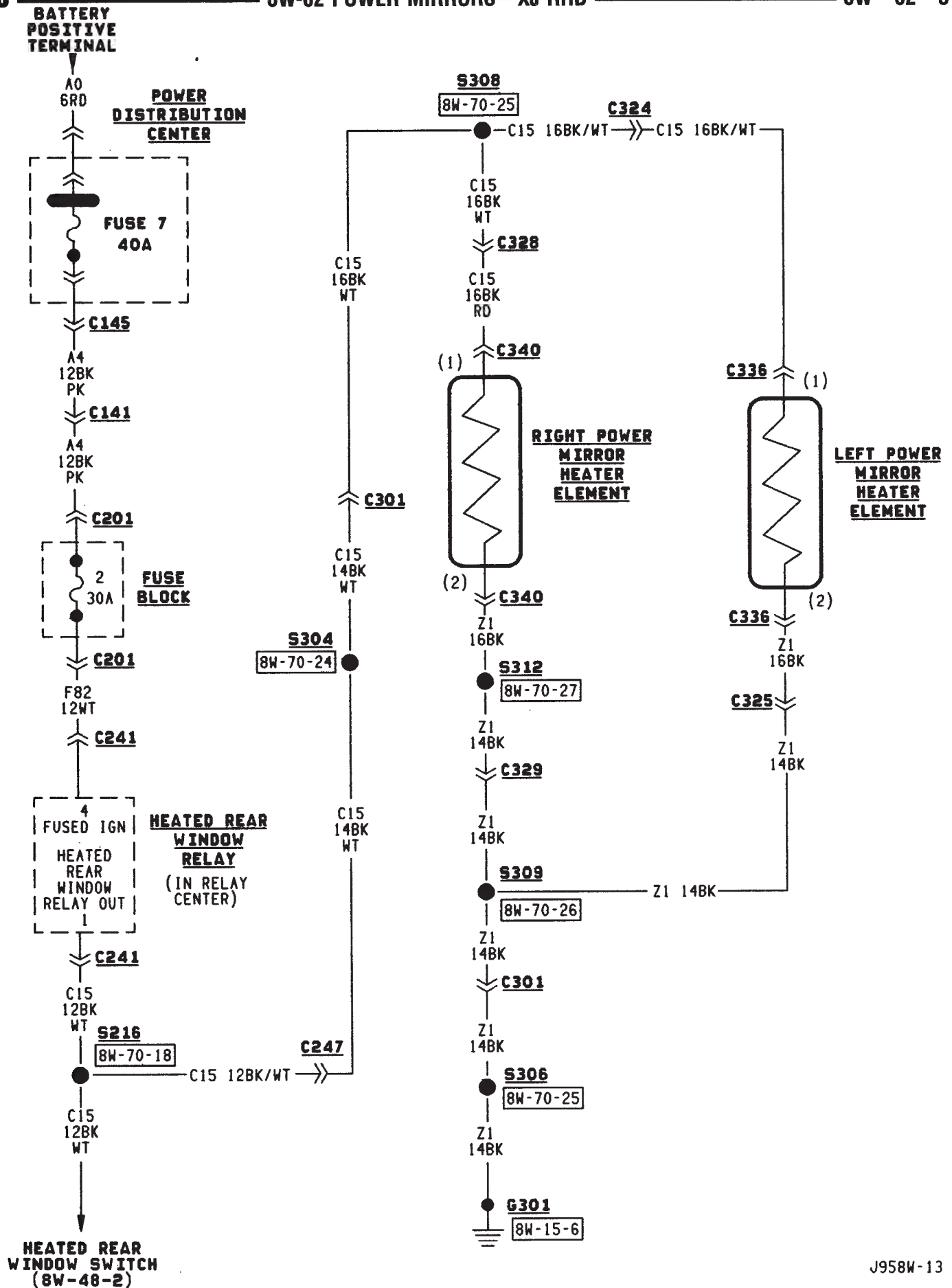
HELPFUL INFORMATION

- Circuit F82 from fuse 2 in the fuse block powers circuit C15 when the heated rear window relay energizes.
- Circuit A4 from fuse 7 in the Power Distribution Center (PDC) supplies battery voltage to the fuse block for fuse 2 and circuit F85.
- Check fuse 2 in the fuse block.
- Check fuse 7 in the PDC.

DIAGRAM INDEX

Component	Page
Fuse 1 (Fuse Block)	8W-63-2
Fuse 3 (PDC)	8W-63-2
Power Seat	8W-63-2
Power Seat Switch	8W-63-2
Fuse 2 (Fuse Block)	8W-62-3
Fuse 3 (PDC)	8W-62-2
Fuse 7 (Fuse Block)	8W-62-2
Fuse 7 (PDC)	8W-62-3
Fuse 8 (Fuse Block)	8W-62-2
Fuse 16 (PDC)	8W-62-2
Heated Rear Window Relay	8W-62-3
Power Mirrors	8W-62-2
Power Mirror Heater Elements	8W-62-3
Power Mirror Switch	8W-62-2





POWER SEAT

POWER SEAT

Battery voltage for the power seat system is supplied by circuit A11 from fuse 1 in the fuse block. Circuit A11 is HOT at all times and supplies battery voltage to the power seat switch.

A BUS bar internal to the power seat switch connects the power from circuit A11 to the switches. Grounding for the seat system is supplied on circuit Z1.

The motors located under the seat are protected by circuit breakers wired in with the motors. Each motor has its own circuit breaker.

When the operator selects the FRONT VERTICAL UP function, power is passed on the A11 circuit through the closed contacts in the switch to the S5 circuit. The S5 circuit connects to the motor. Ground is provided on the S6 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For FRONT VERTICAL DOWN function the circuits are reversed. S6 is the feed and S5 is the ground.

When the operator selects the SEAT FORWARD function, power is passed on the A11 circuit through the closed contacts in the switch to the S3 circuit. The S3 circuit connects to the motor. Ground is provided on the S4 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For SEAT REARWARD function the circuits are reversed. S4 is the feed and S3 is the ground.

When the operator selects the REAR VERTICAL UP function, power is passed on the A11 circuit through the closed contacts in the switch to the S1 circuit. The S1 circuit connects to the motor. Ground is provided on the S2 circuit back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

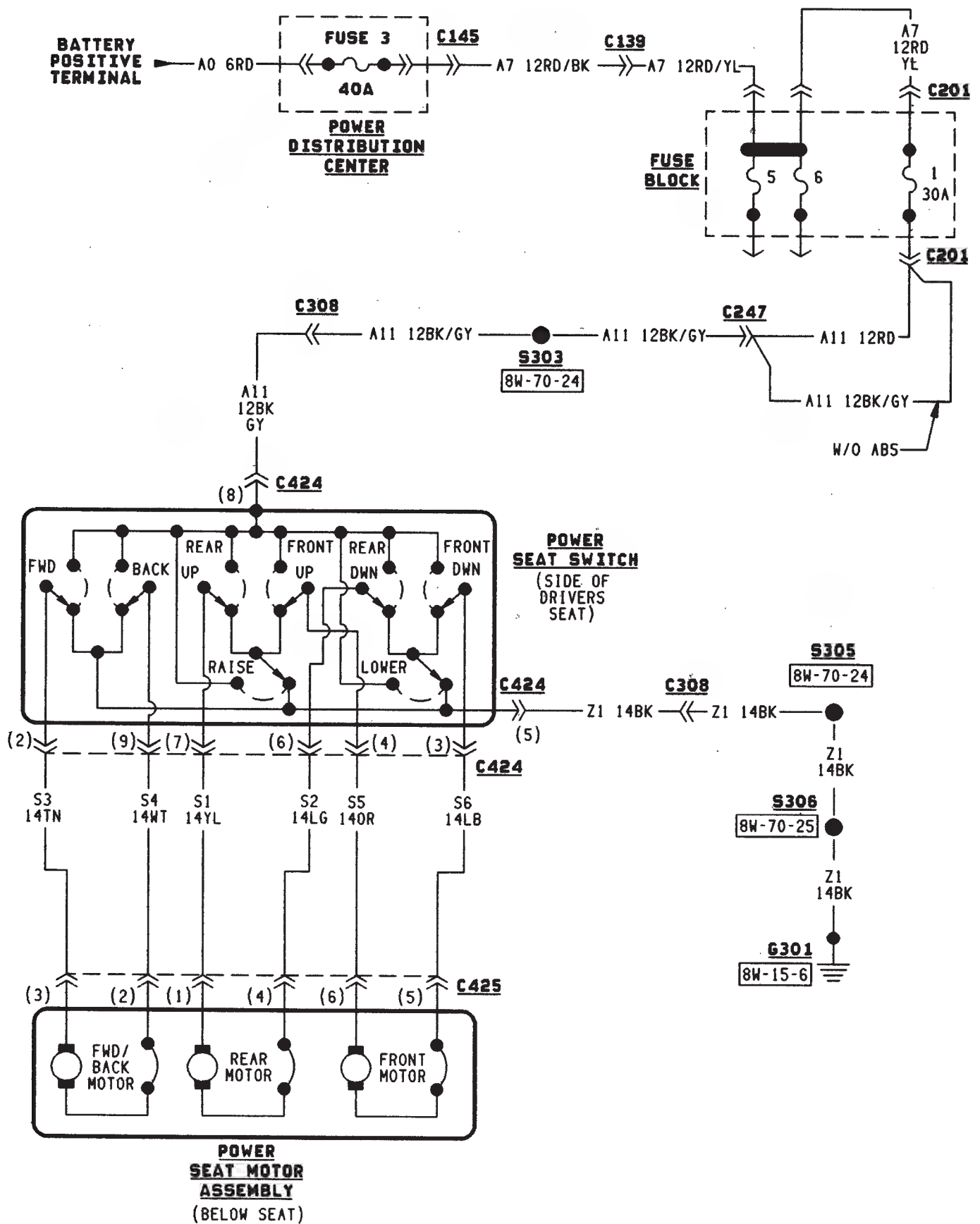
For REAR VERTICAL DOWN function the circuits are reversed. S2 is the feed and S1 is the ground.

When the operator selects the SEAT UP function power is passed on the A11 circuit through the closed contacts in the switch to the S1 and S5 circuits. The S1 circuit connects to the rear UP/DOWN motor, and S5 connects to the front UP/DOWN motor. Ground is provided on the S2 and S6 circuits back to the switch. A ground BUS bar internal to the switch then connects to the Z1 circuit.

For SEAT DOWN function the circuits are reversed. S2 and S6 circuits are the feeds and S1 and S5 are the grounds.

DIAGRAM INDEX

Component	Page
Fuse 1 (Fuse Block)	8W-63-2
Fuse 3 (PDC)	8W-63-2
Power Seat	8W-63-2
Power Seat Switch	8W-63-2



SPLICE INFORMATION

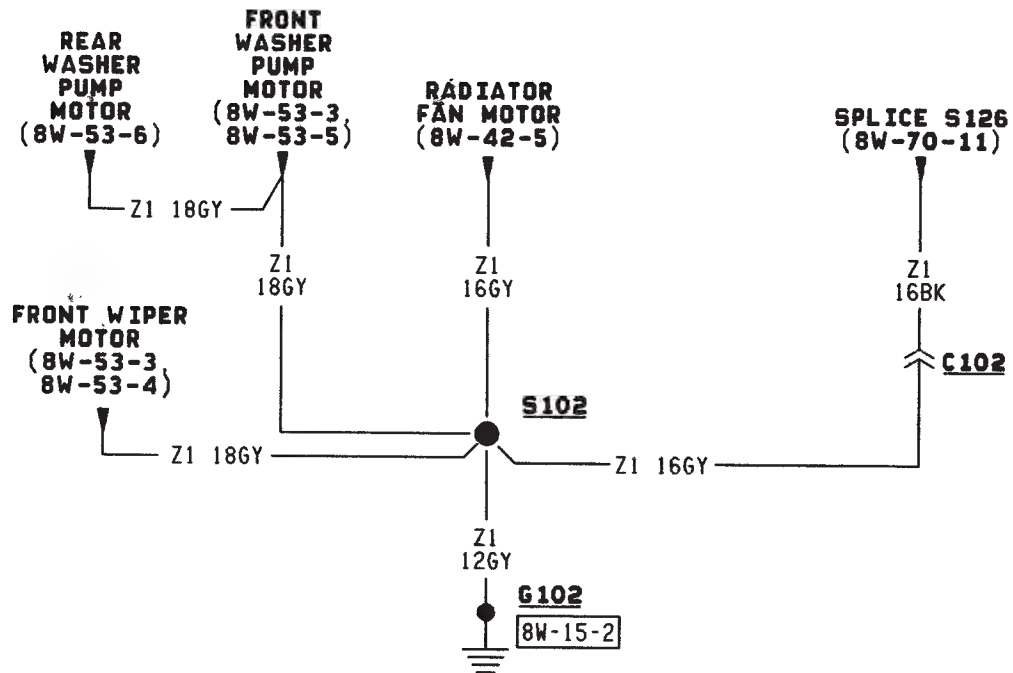
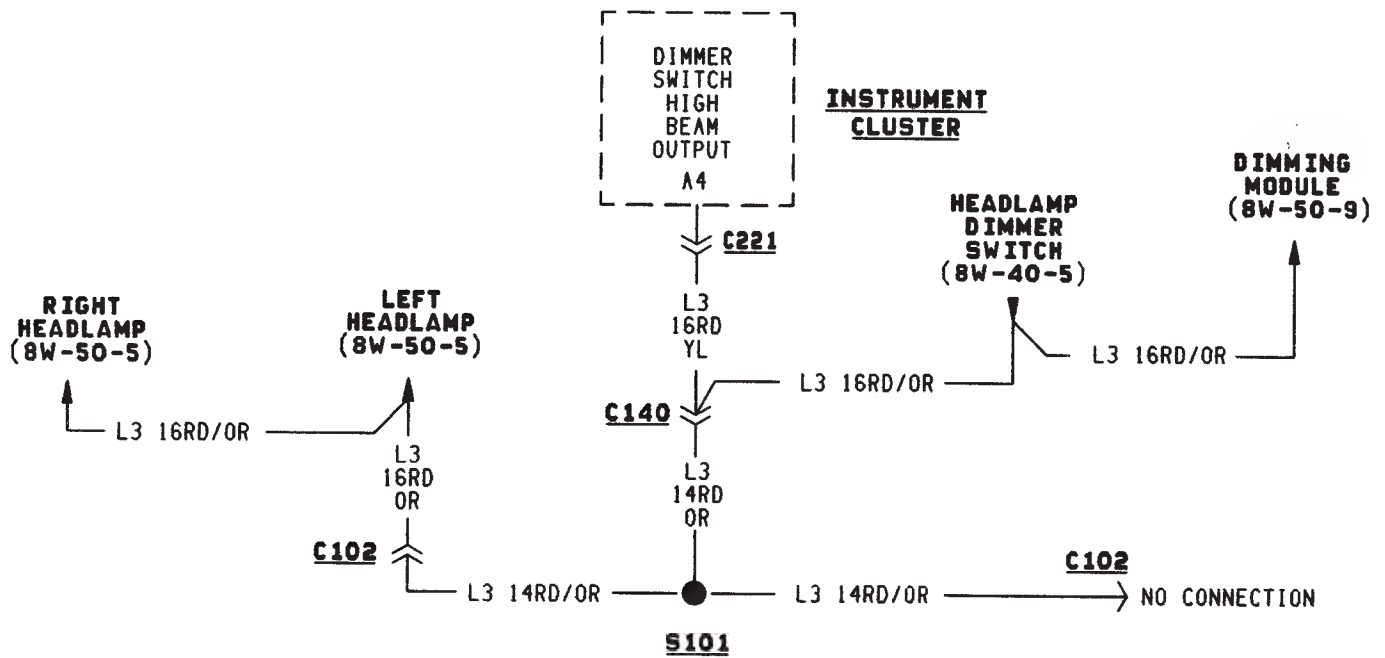
GENERAL INFORMATION

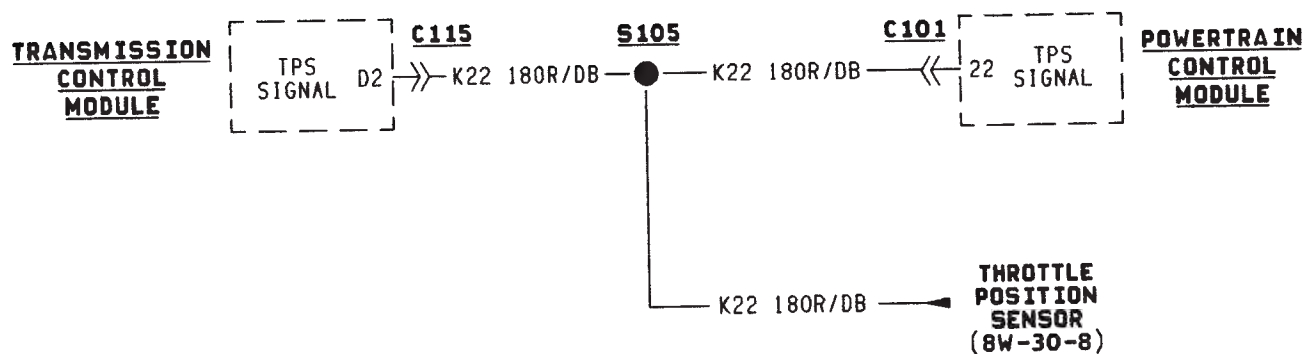
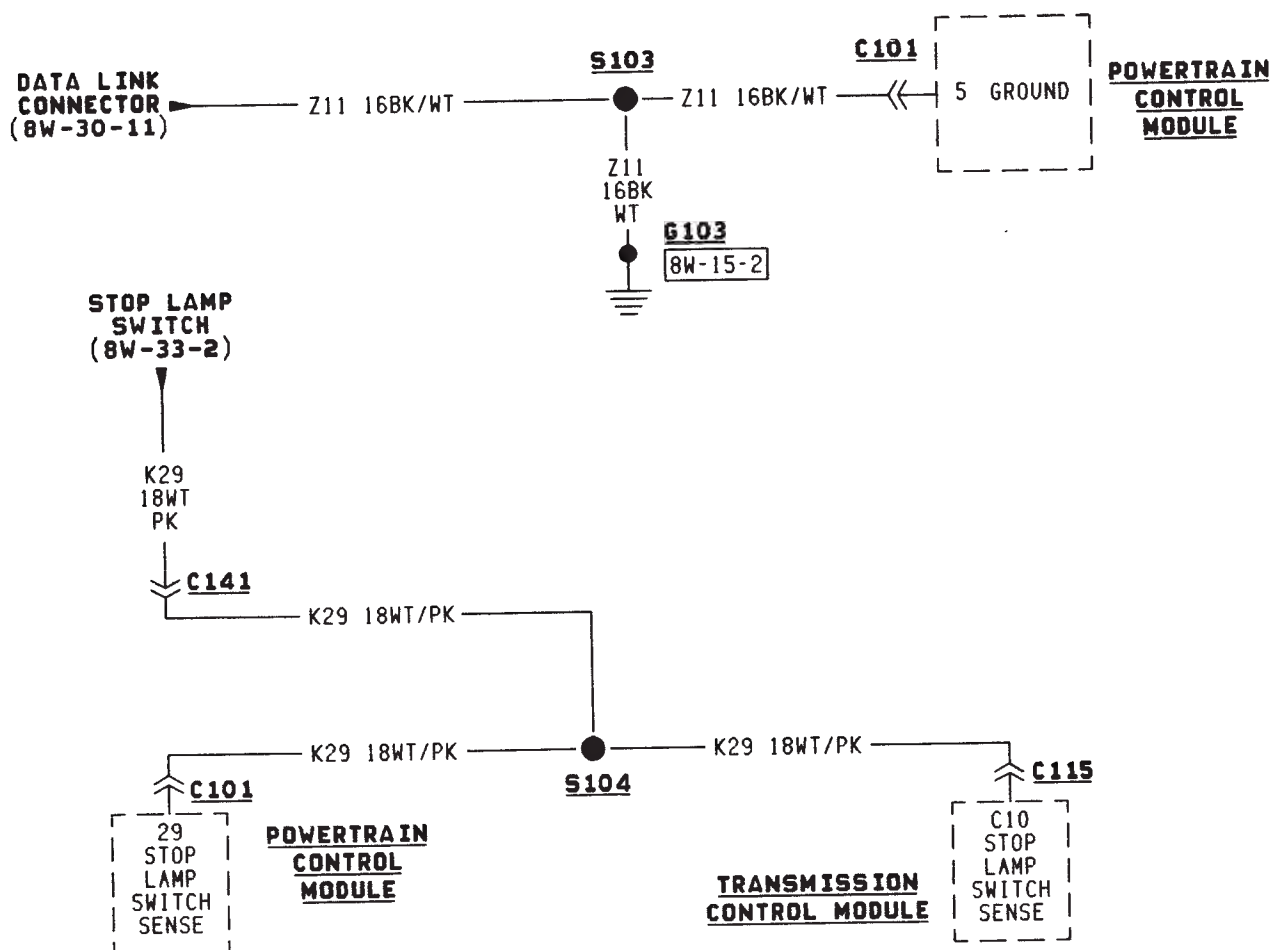
This section identifies all splices in the wiring diagrams. It also shows the splices in their entirety. All circuits that are part of the splices are shown, and

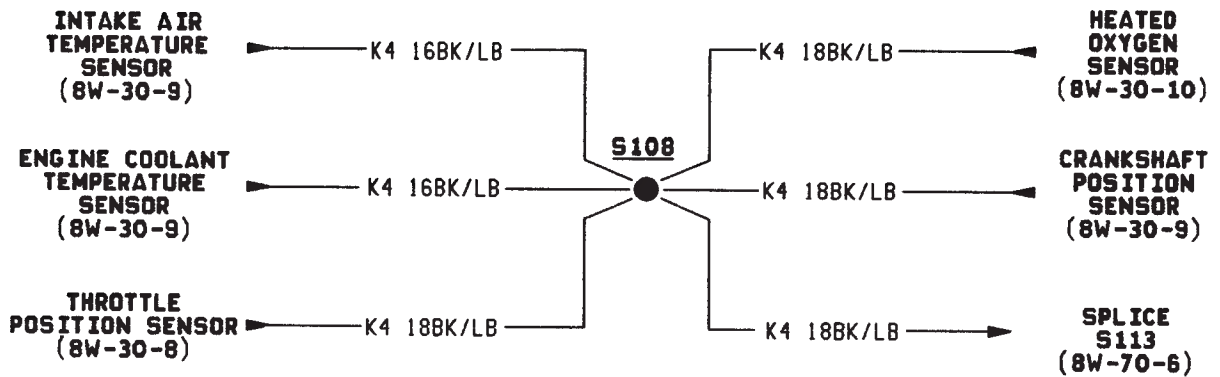
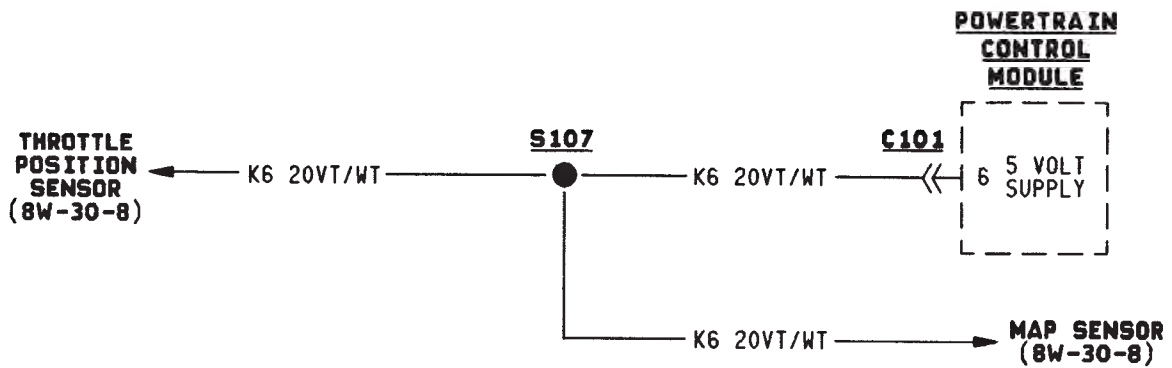
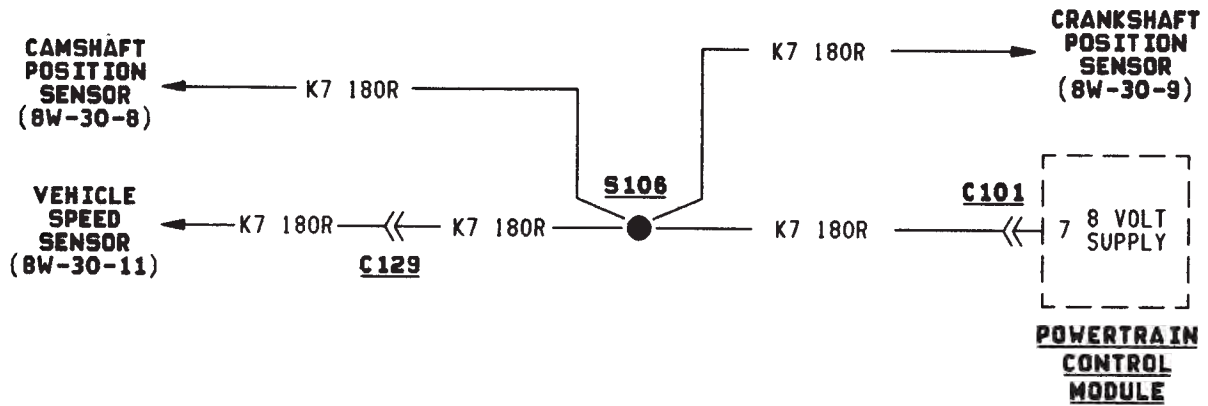
the systems they affect are referenced. For viewing the location of each splice in the vehicle, refer to Section 8W-95.

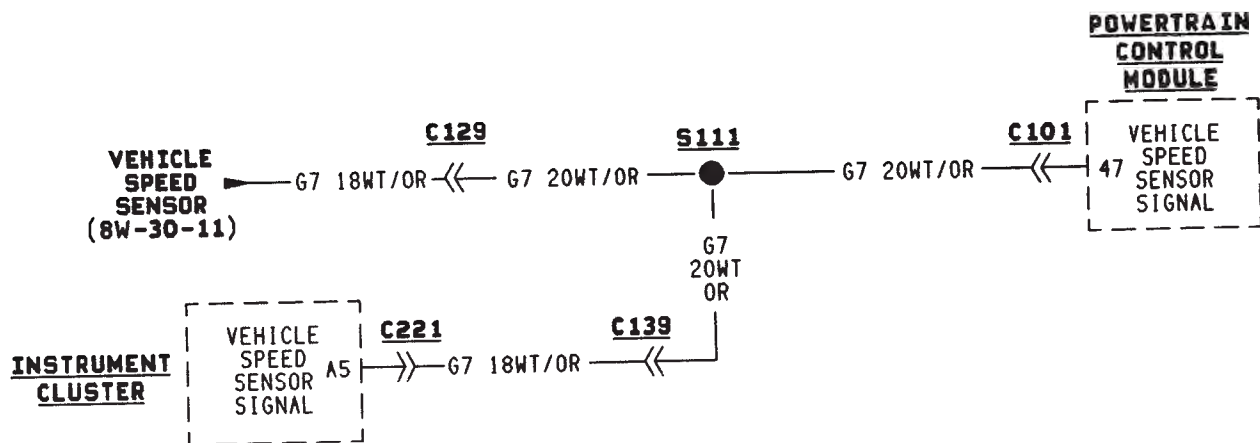
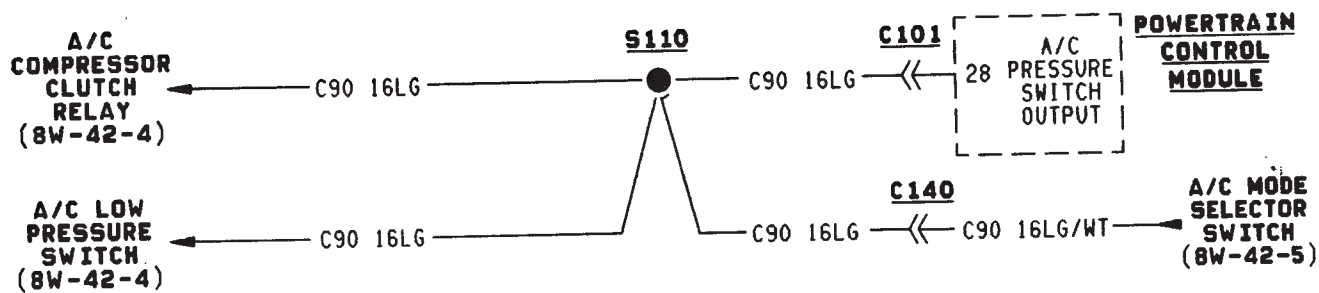
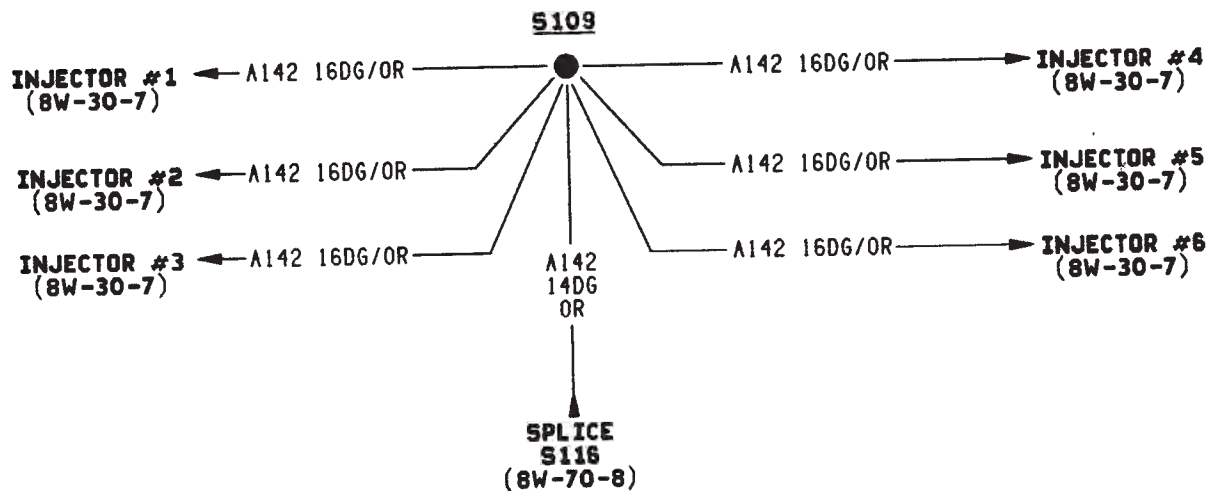
SPLICE INDEX

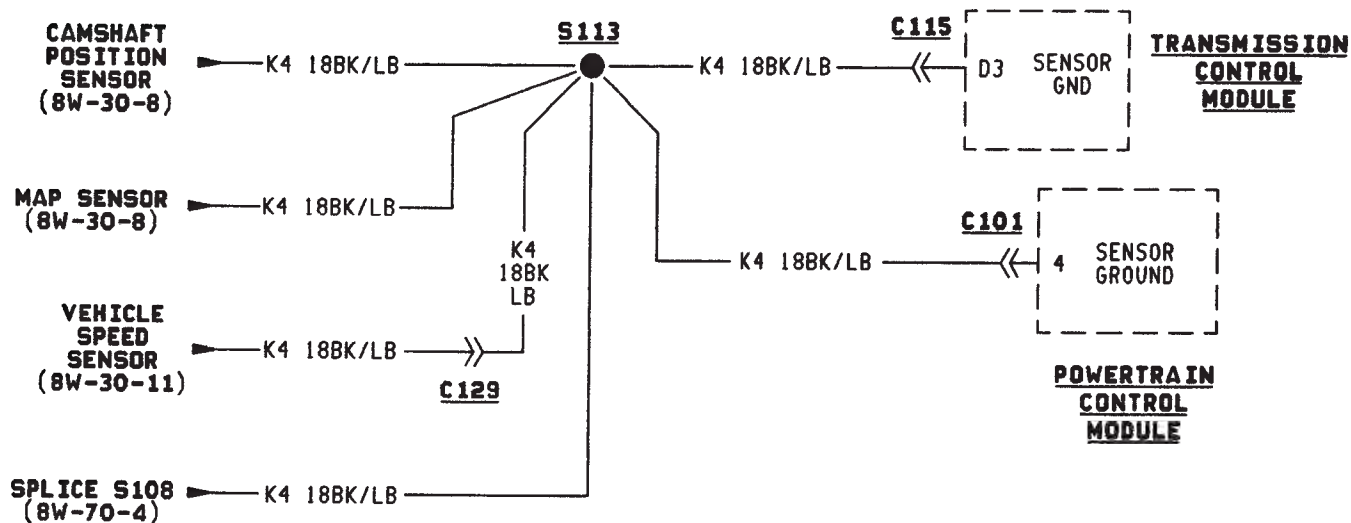
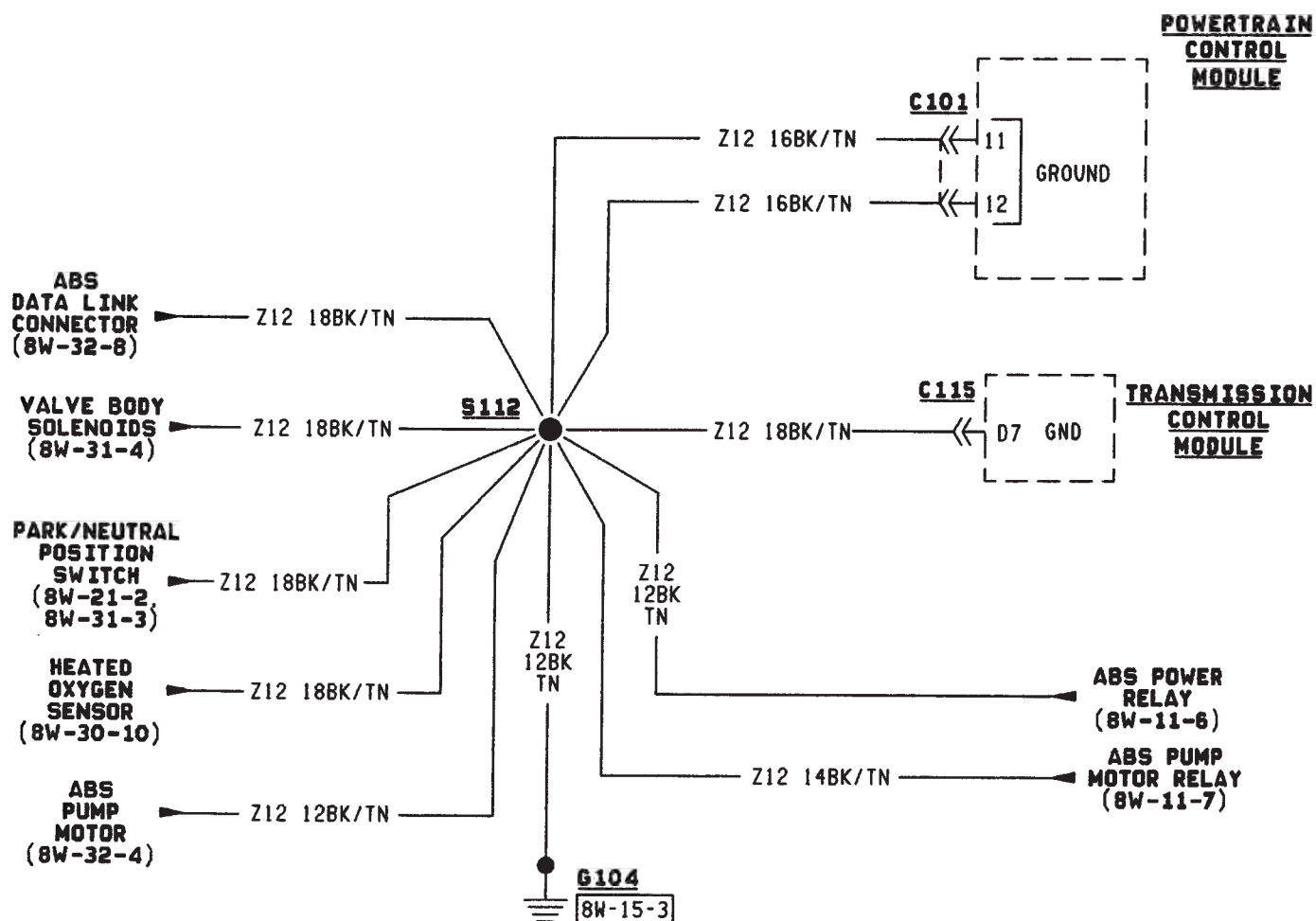
Component	Page	Component	Page
S101	8W-70-2	S210	8W-70-15
S102	8W-70-2	S211	8W-70-16
S103	8W-70-3	S212	8W-70-16
S104	8W-70-3	S213	8W-70-17
S105	8W-70-3	S214	8W-70-17
S106	8W-70-4	S215	8W-70-18
S107	8W-70-4	S216	8W-70-18
S108	8W-70-4	S217	8W-70-18
S109	8W-70-5	S218	8W-70-19
S110	8W-70-5	S219	8W-70-19
S111	8W-70-5	S220	8W-70-20
S112	8W-70-6	S221	8W-70-20
S113	8W-70-6	S222	8W-70-21
S114	8W-70-7	S223	8W-70-22
S115	8W-70-7	S224	8W-70-22
S116	8W-70-8	S301	8W-70-23
S117	8W-70-8	S302	8W-70-23
S118	8W-70-8	S303	8W-70-24
S119	8W-70-9	S304	8W-70-24
S120	8W-70-9	S305	8W-70-24
S121	8W-70-9	S306	8W-70-25
S122	8W-70-10	S307	8W-70-25
S123	8W-70-10	S308	8W-70-25
S124	8W-70-10	S309	8W-70-26
S125	8W-70-10	S310	8W-70-26
S126	8W-70-11	S311	8W-70-26
S127	8W-70-11	S312	8W-70-27
S201	8W-70-12	S313	8W-70-27
S202	8W-70-12	S314	8W-70-27
S203	8W-70-12	S315	8W-70-28
S204	8W-70-13	S316	8W-70-28
S205	8W-70-13	S401	8W-70-29
S206	8W-70-13	S402	8W-70-29
S207	8W-70-14	S403	8W-70-30
S208	8W-70-14	S404	8W-70-30
S209	8W-70-15		

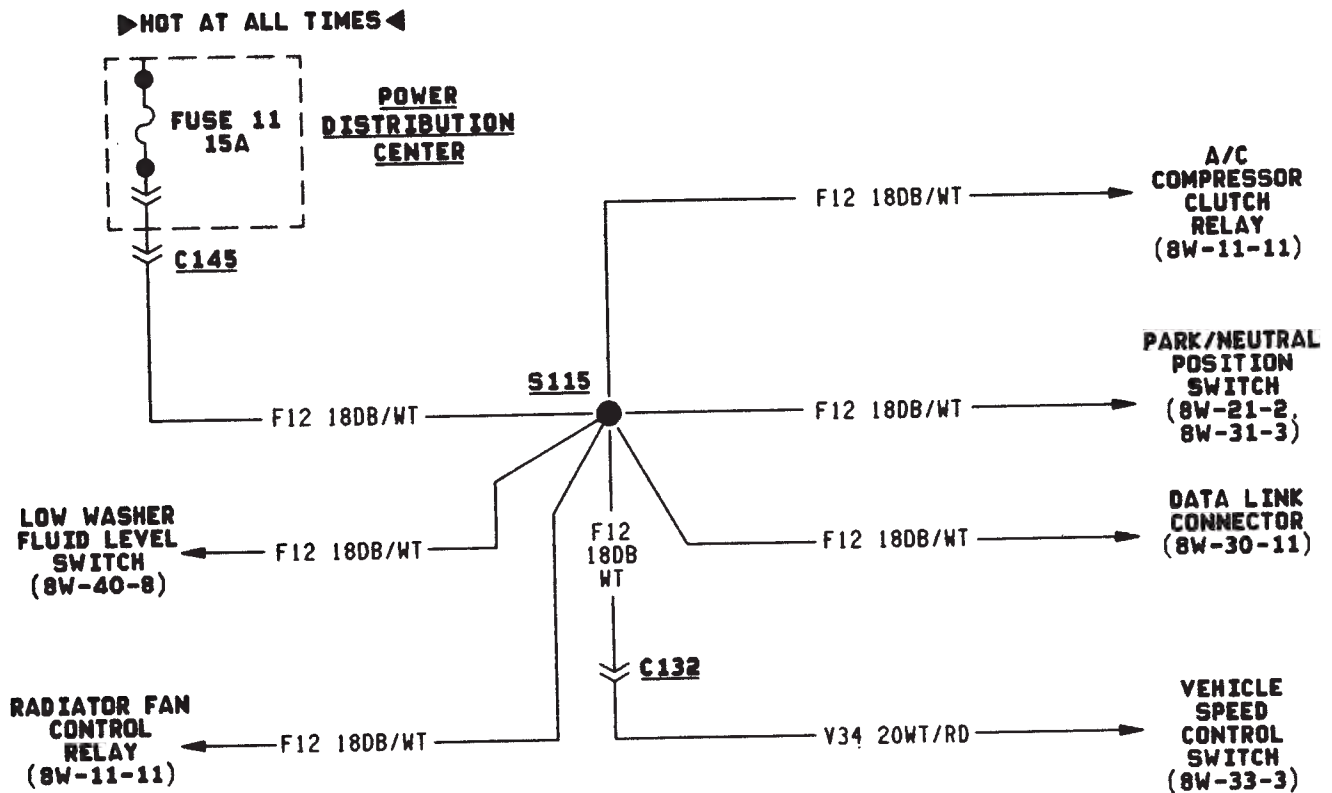
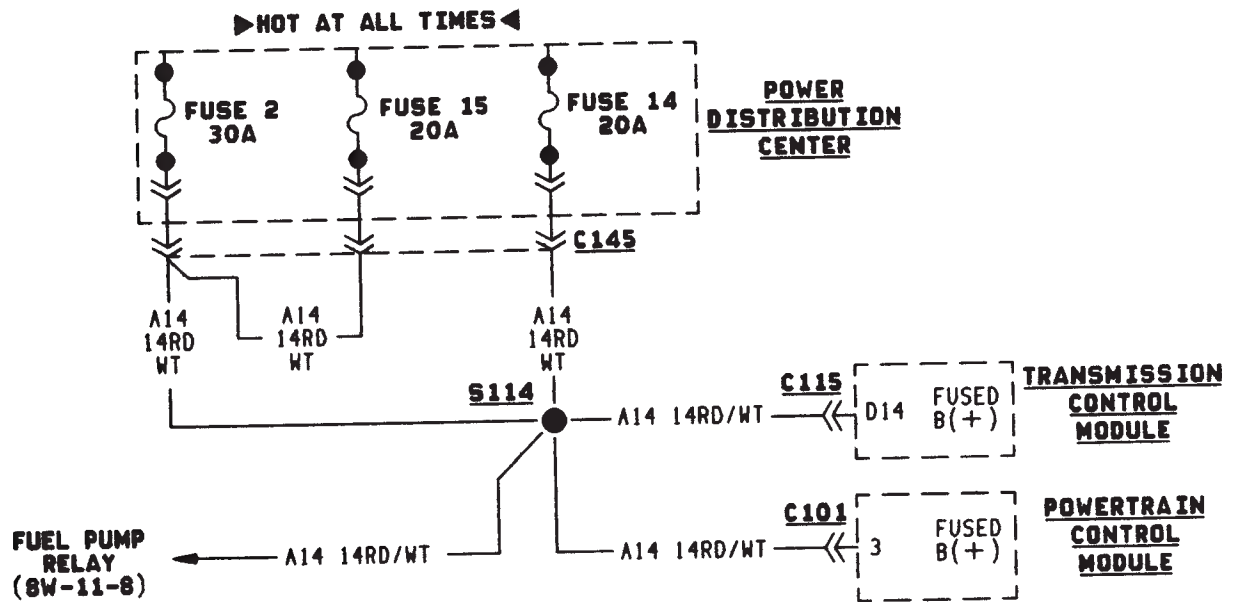


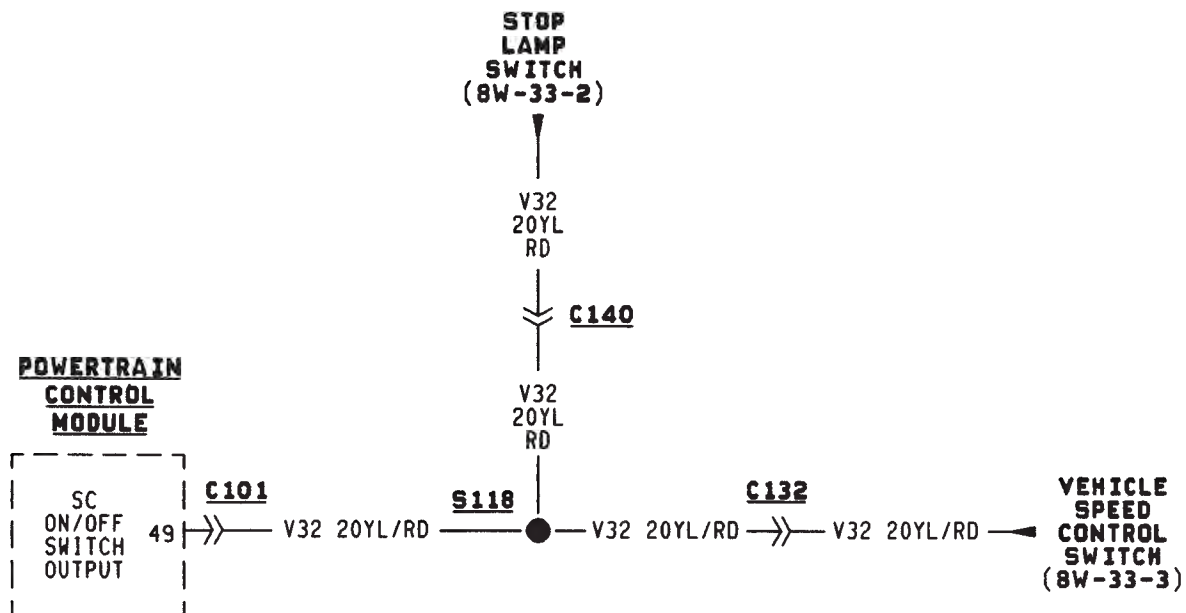
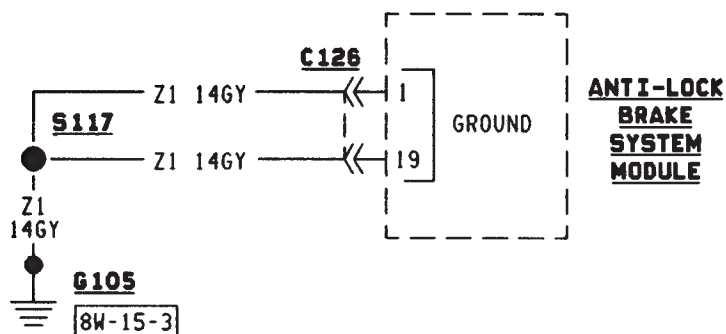
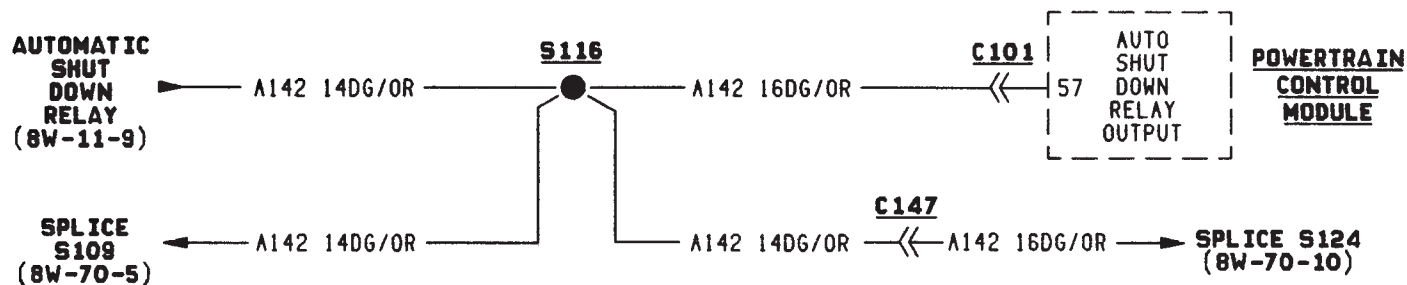


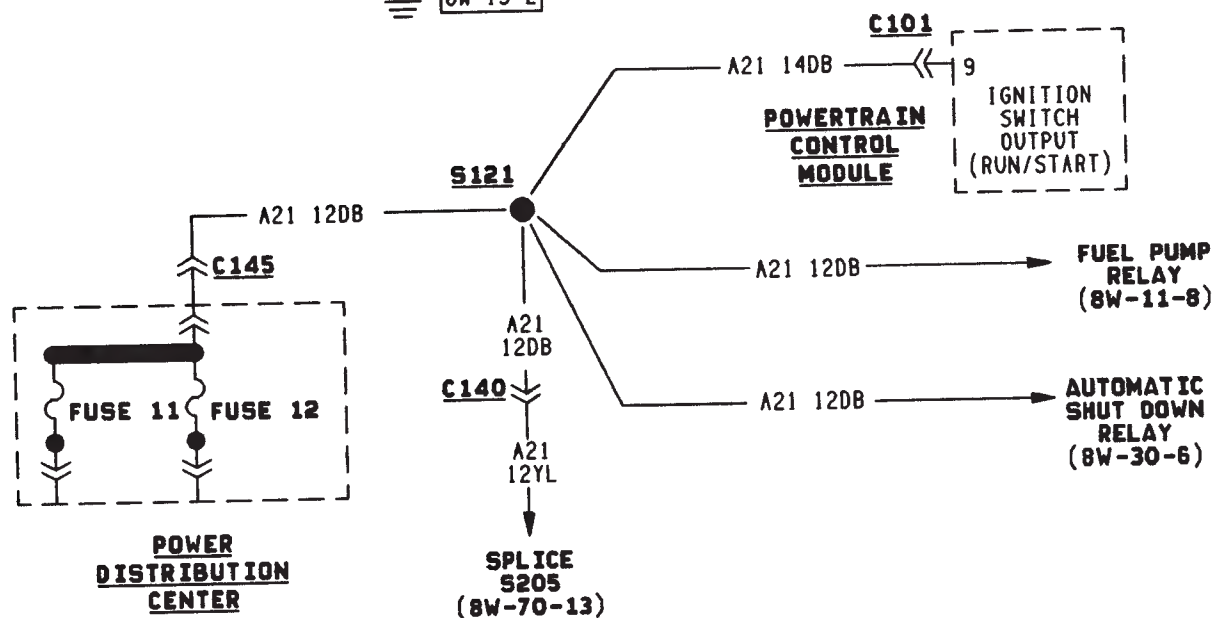
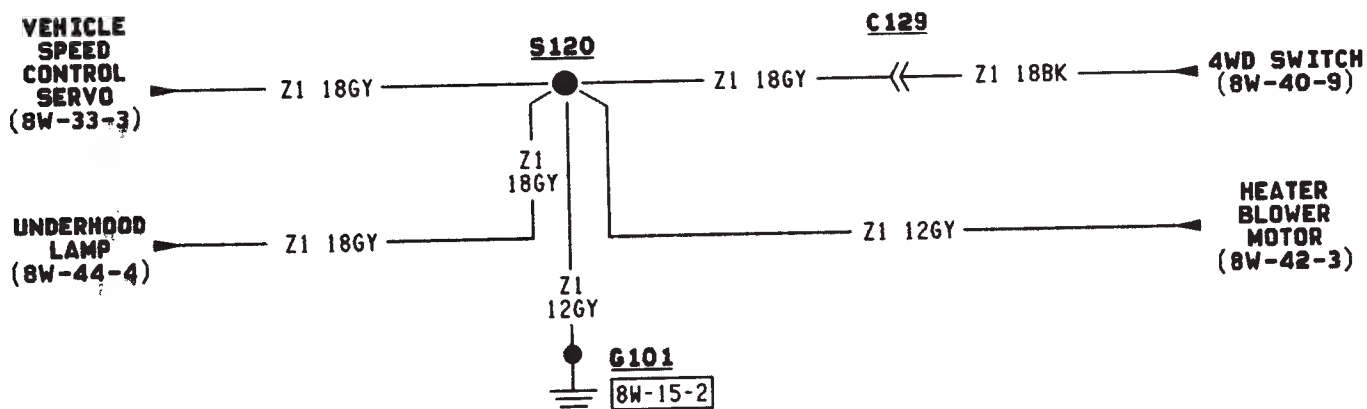
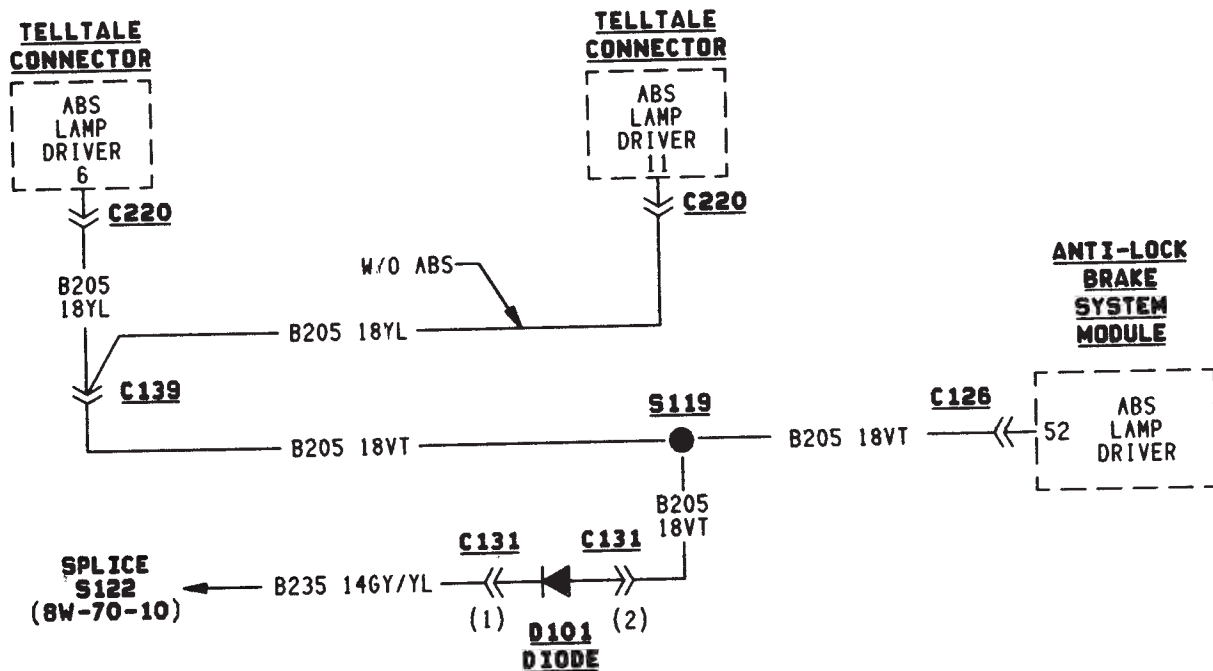


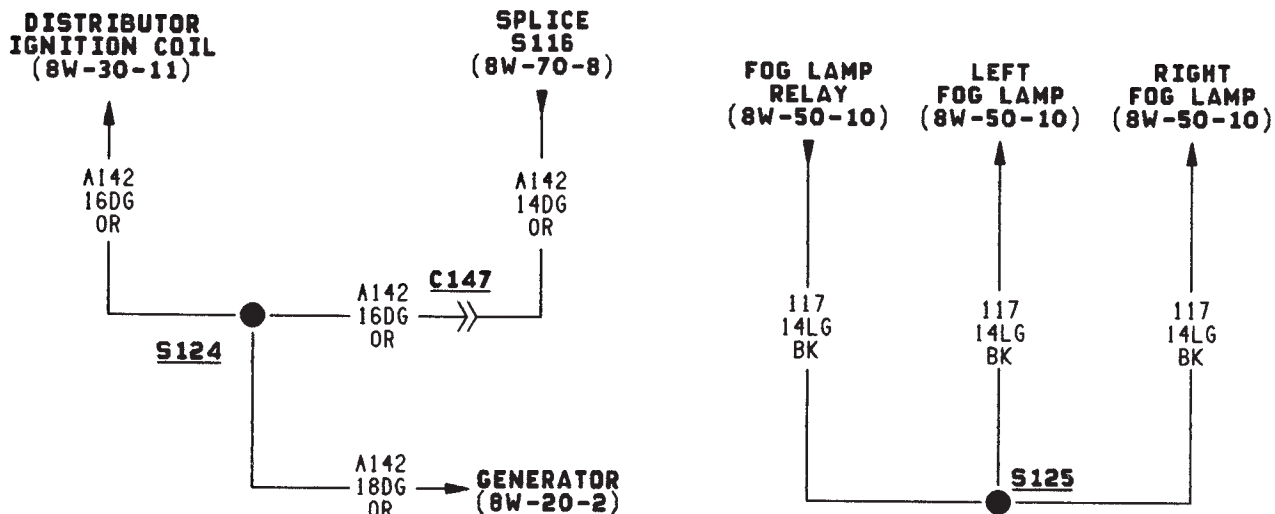
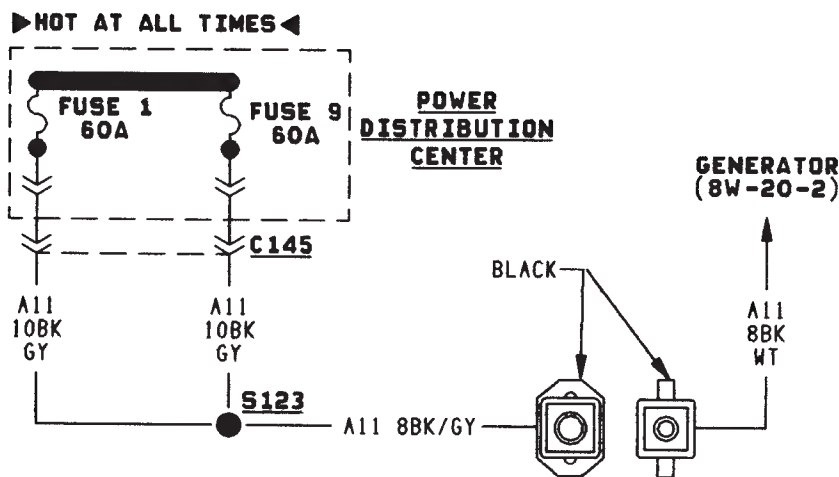
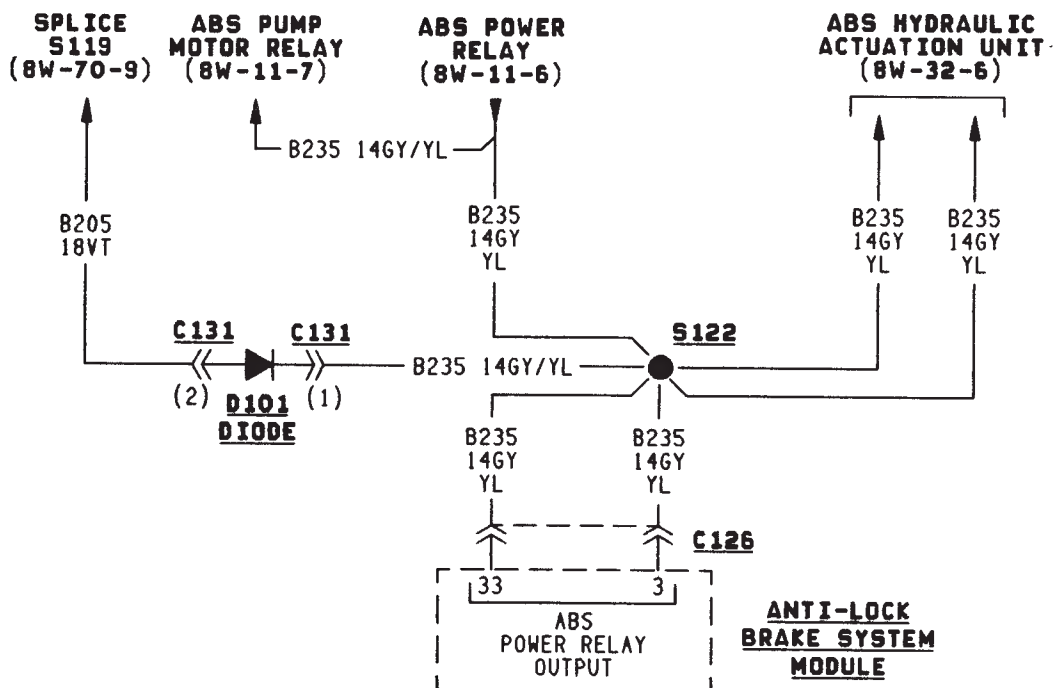


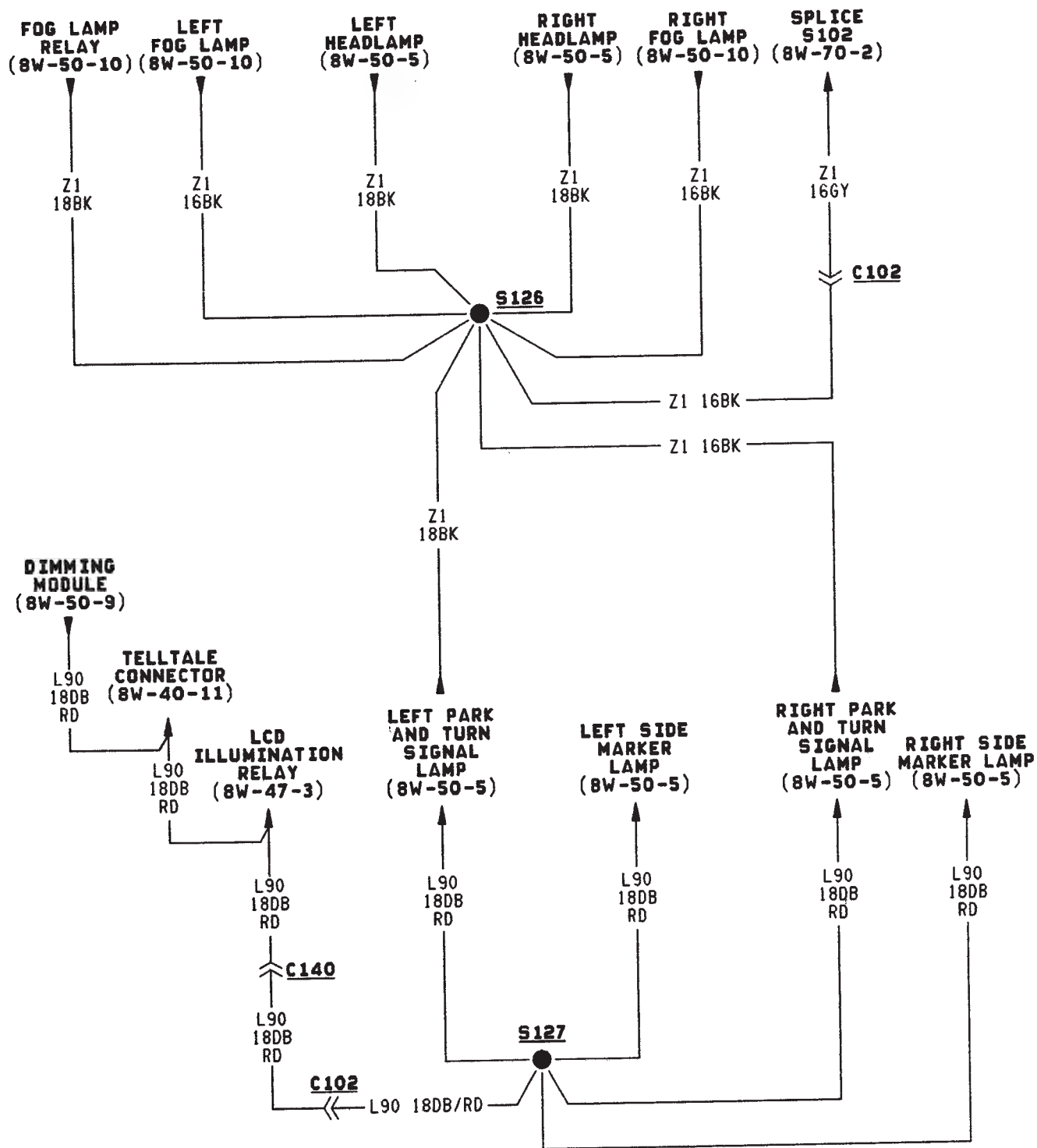




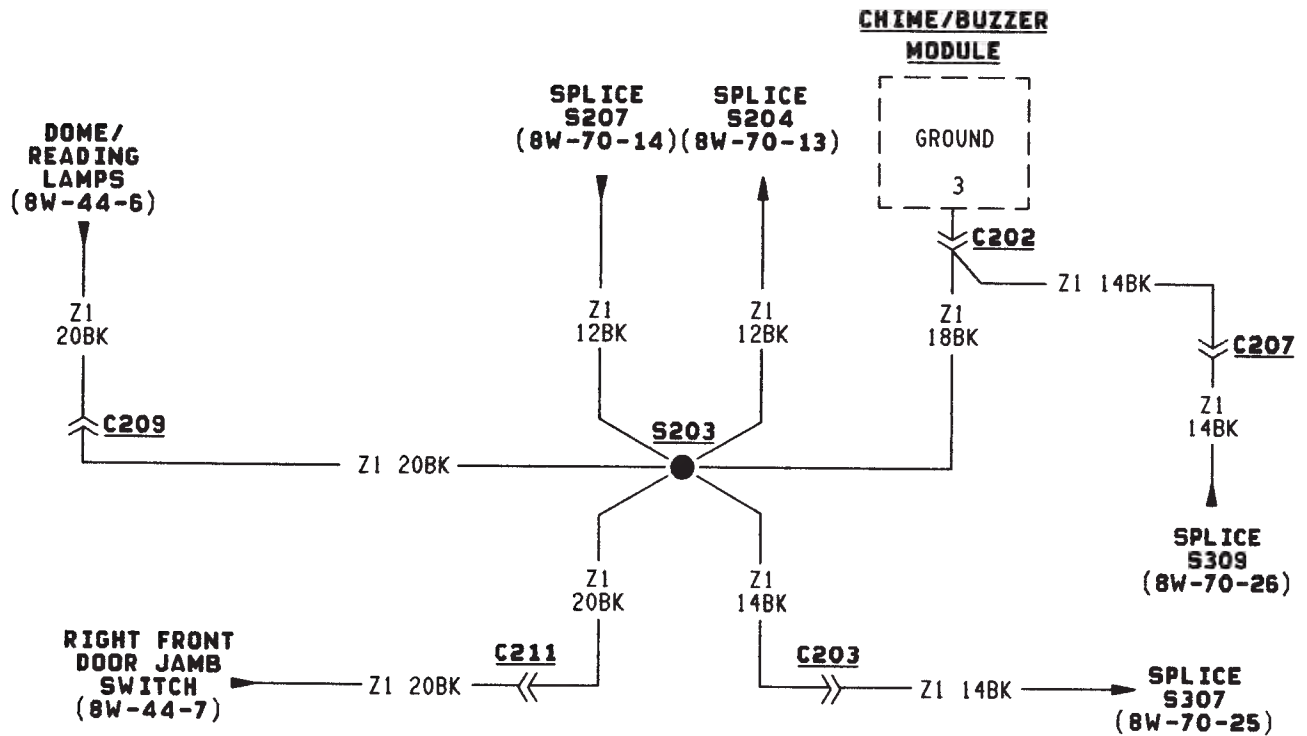
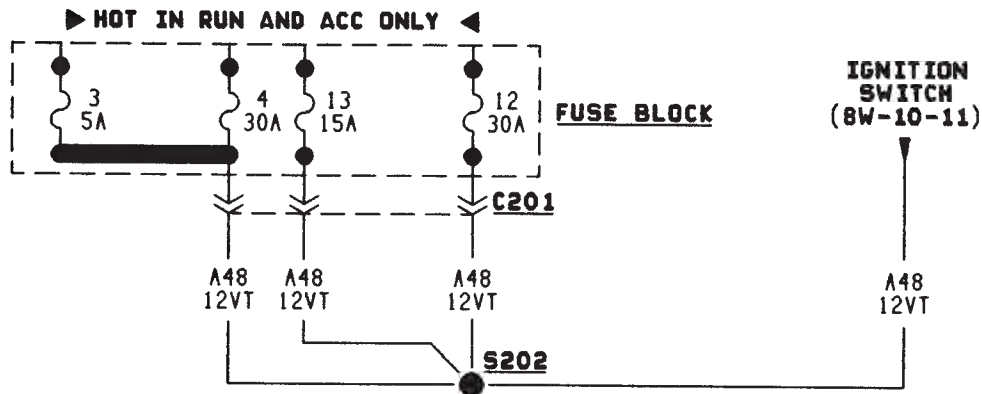
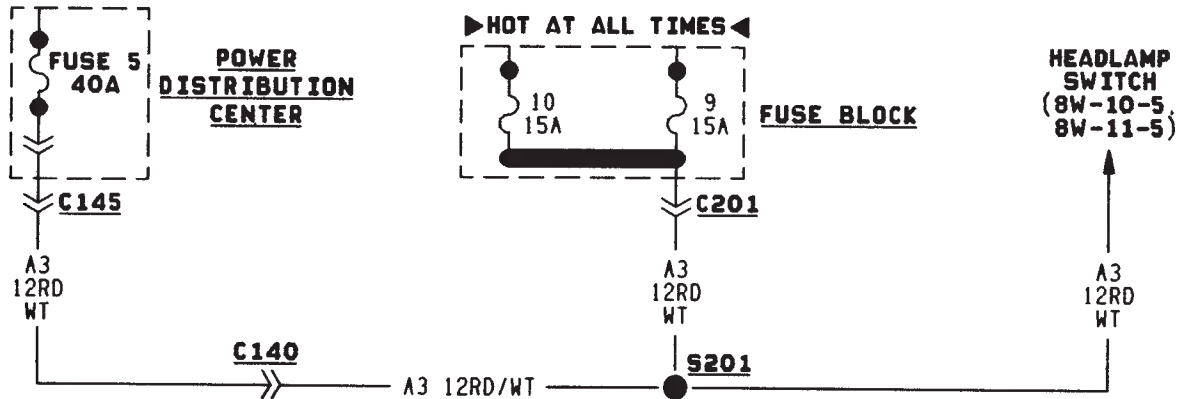




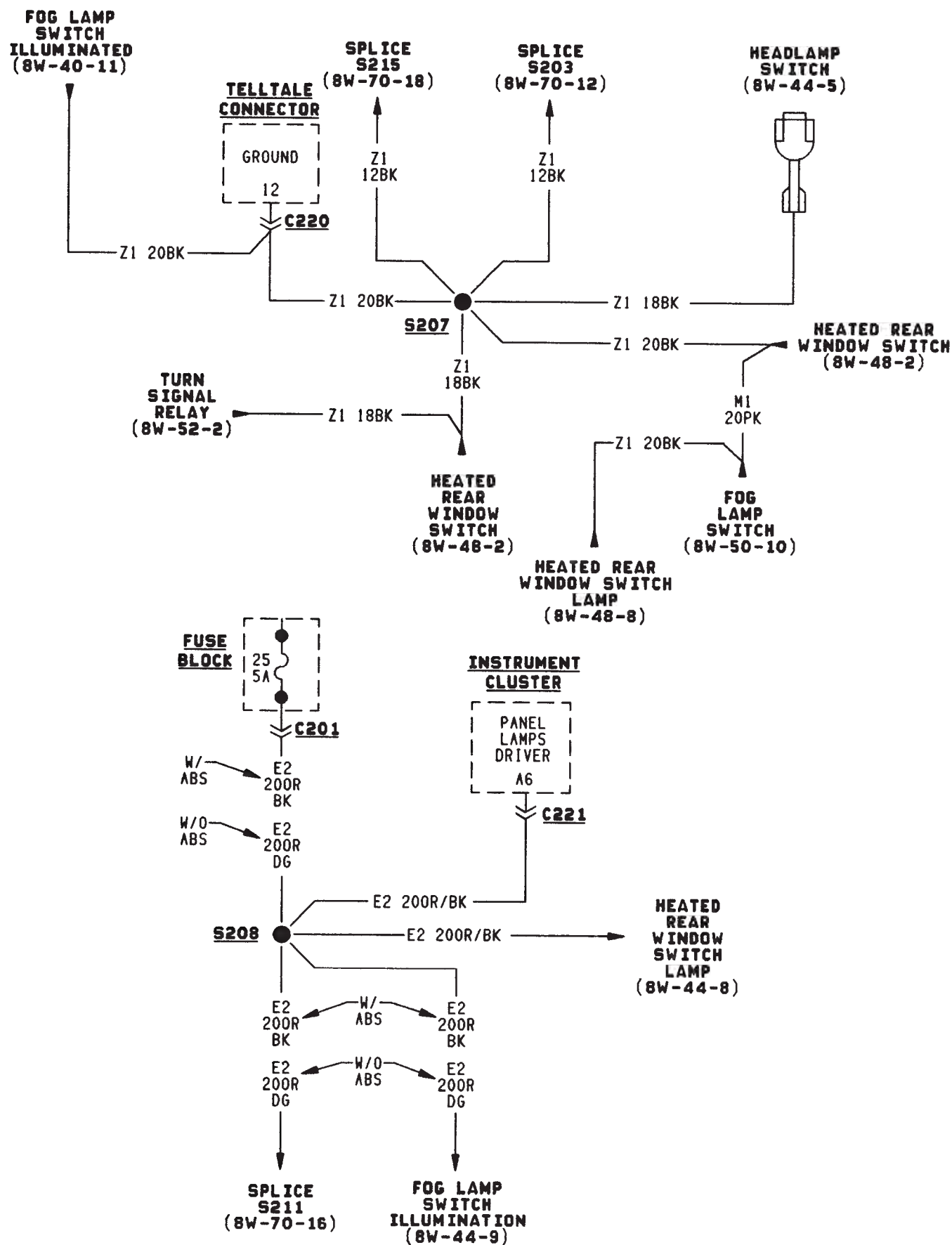


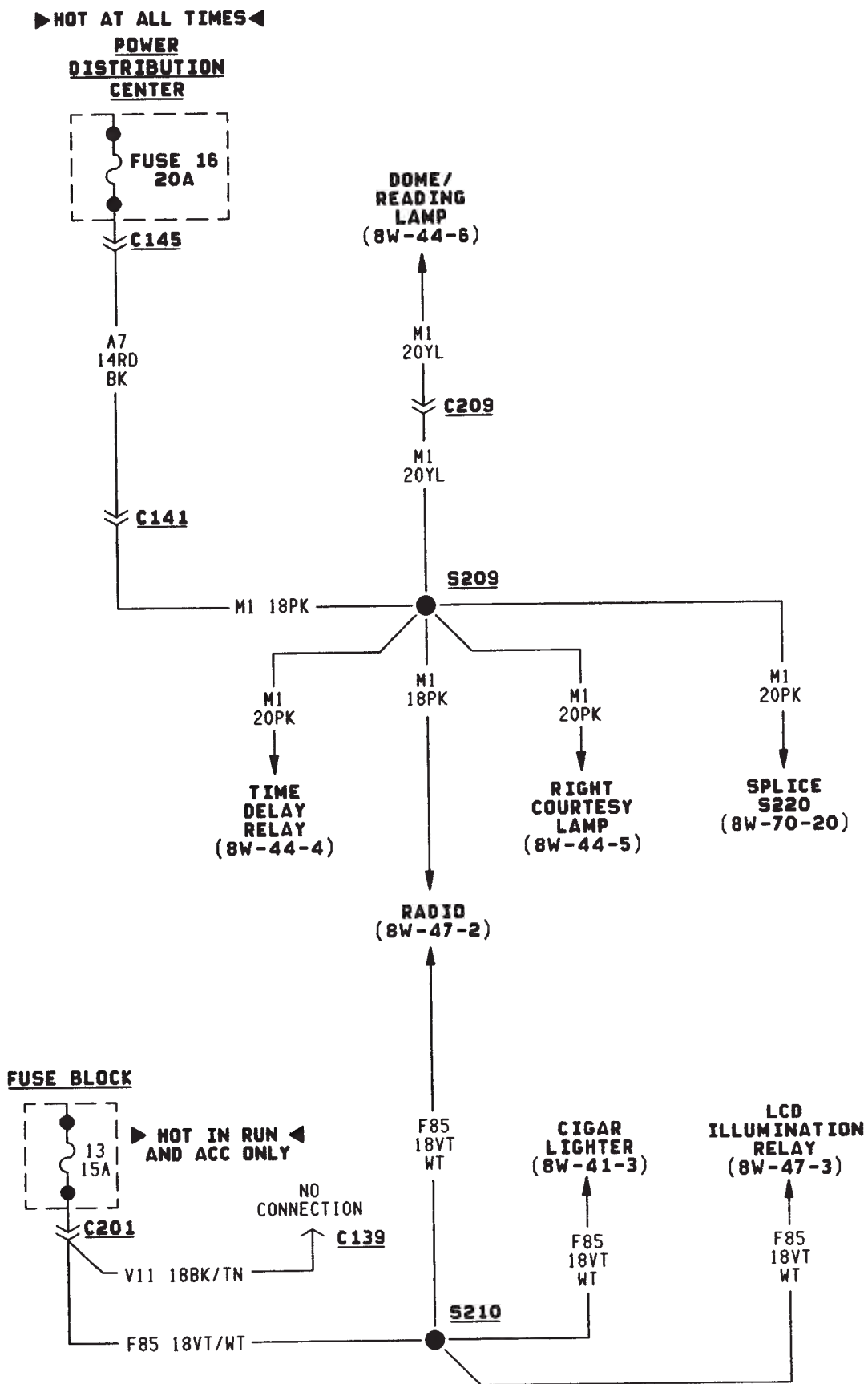


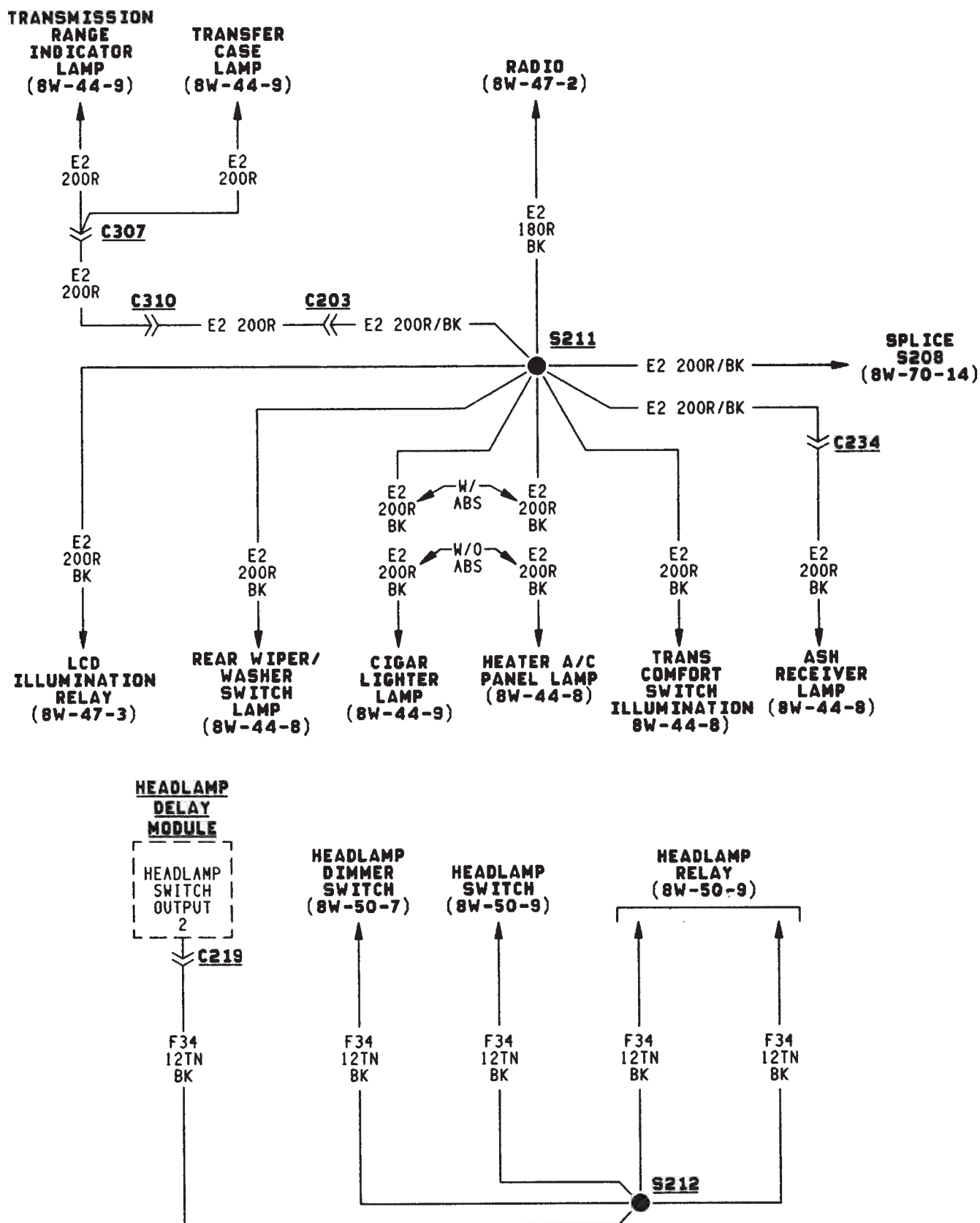
▶ HOT AT ALL TIMES ◀

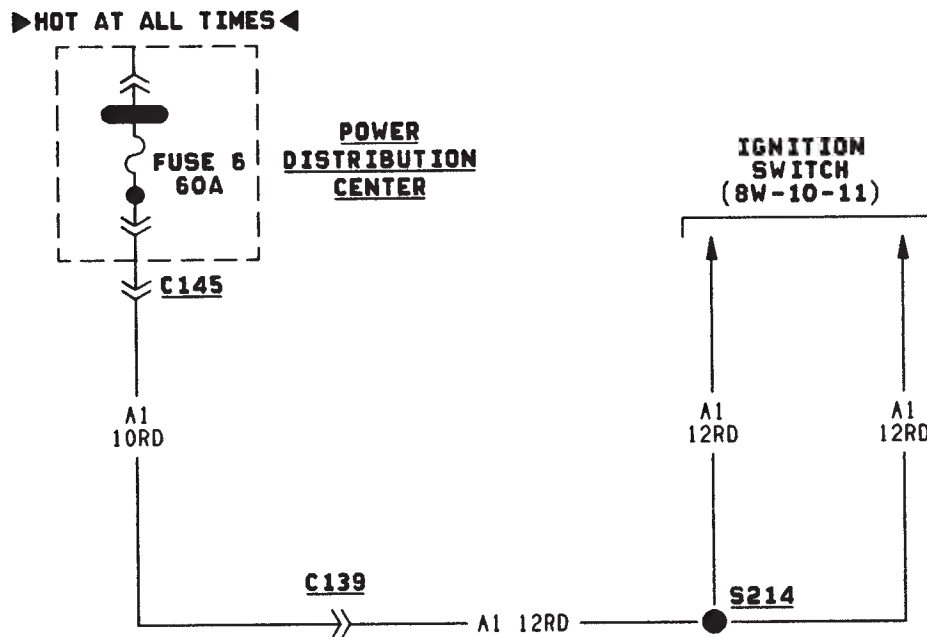
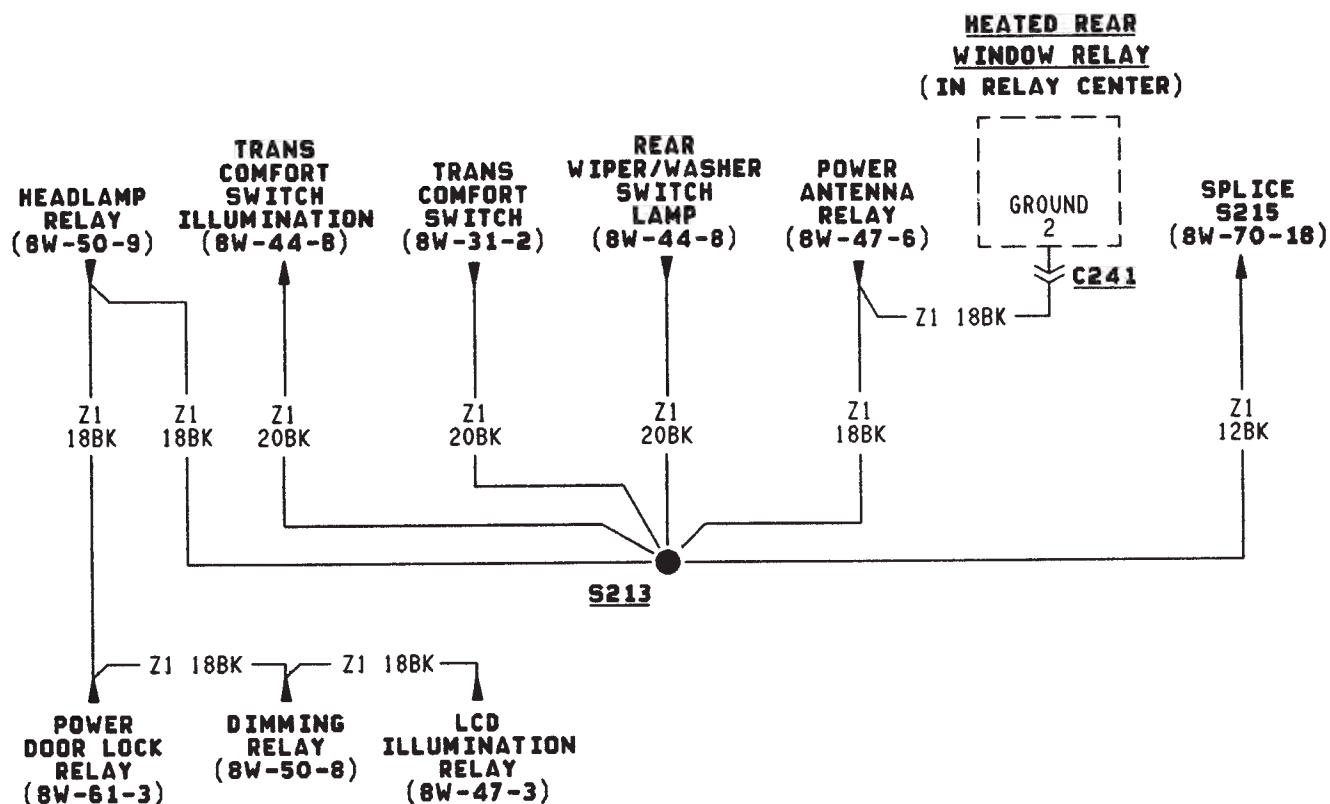


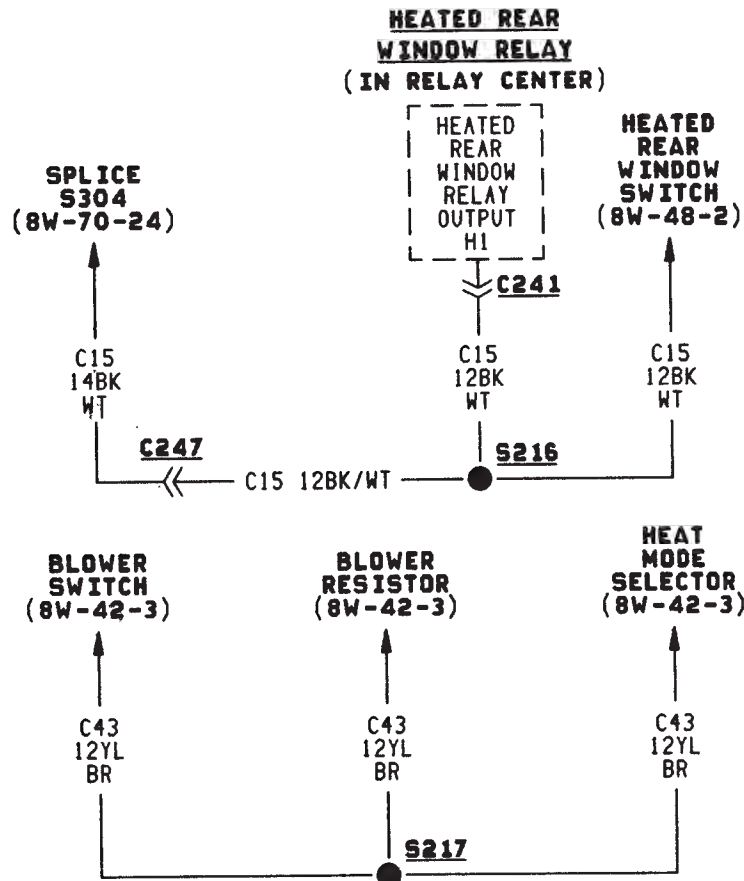
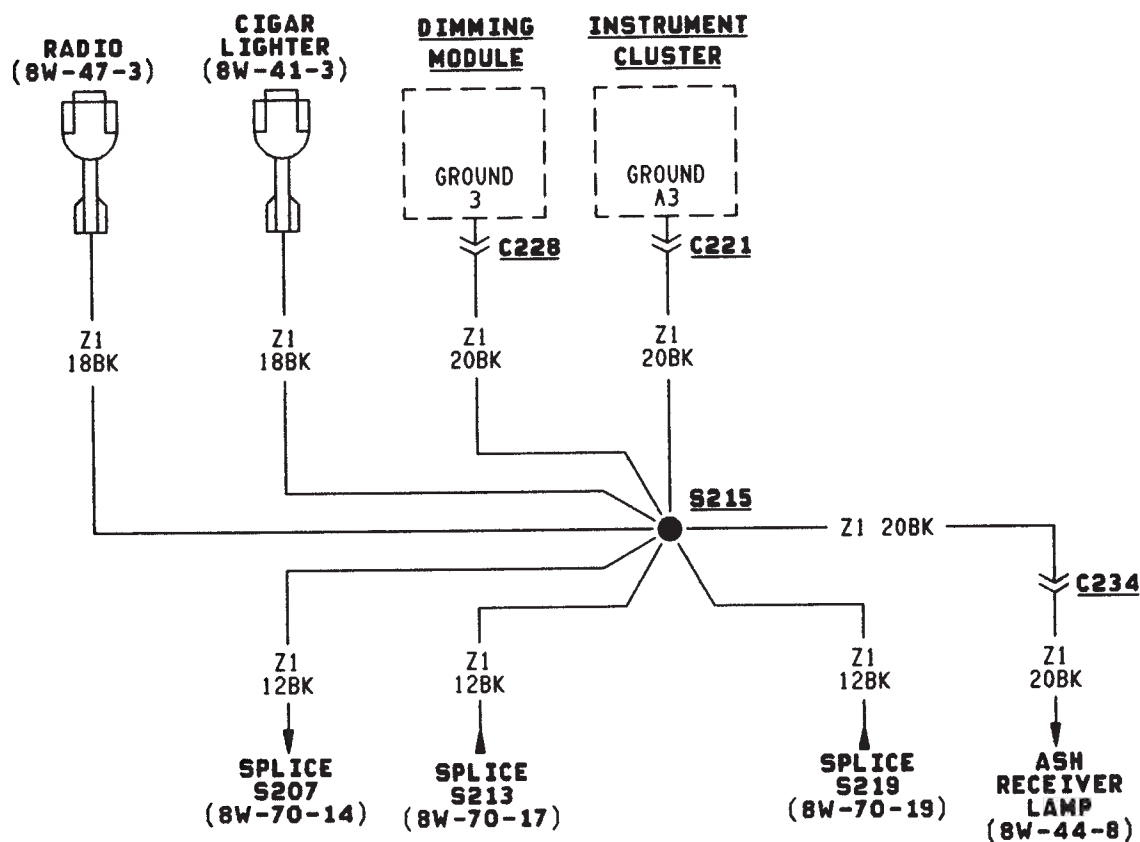


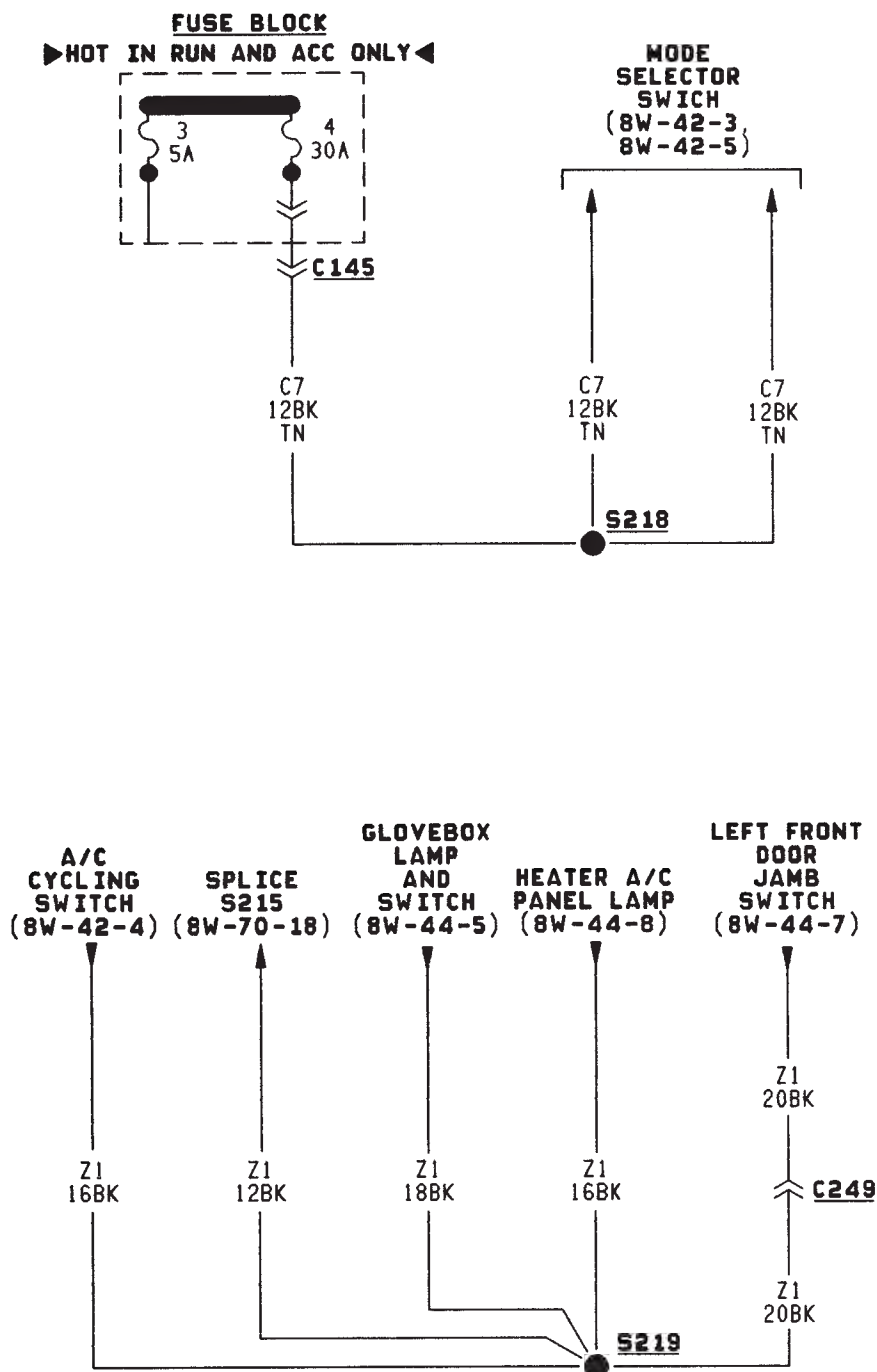


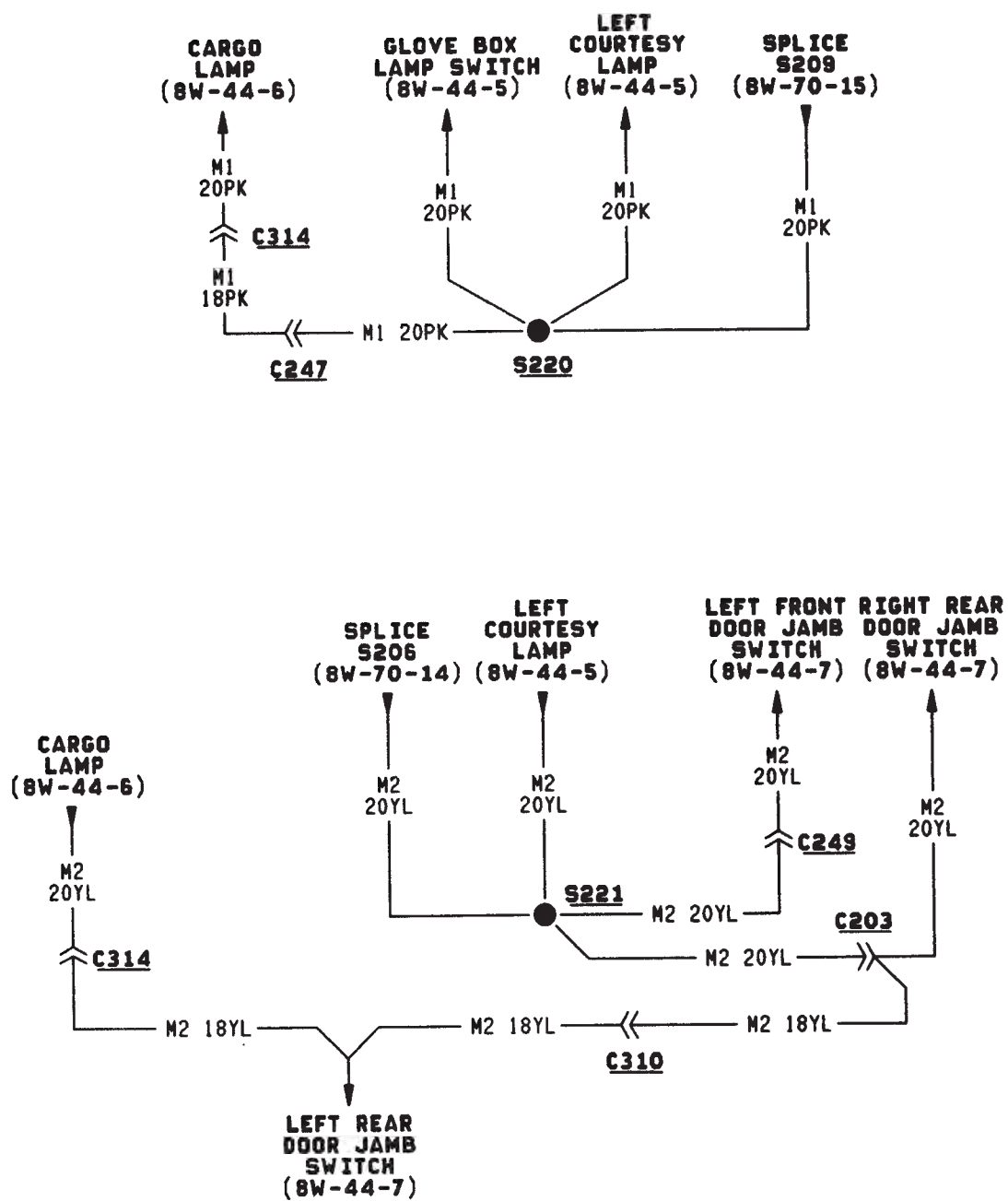


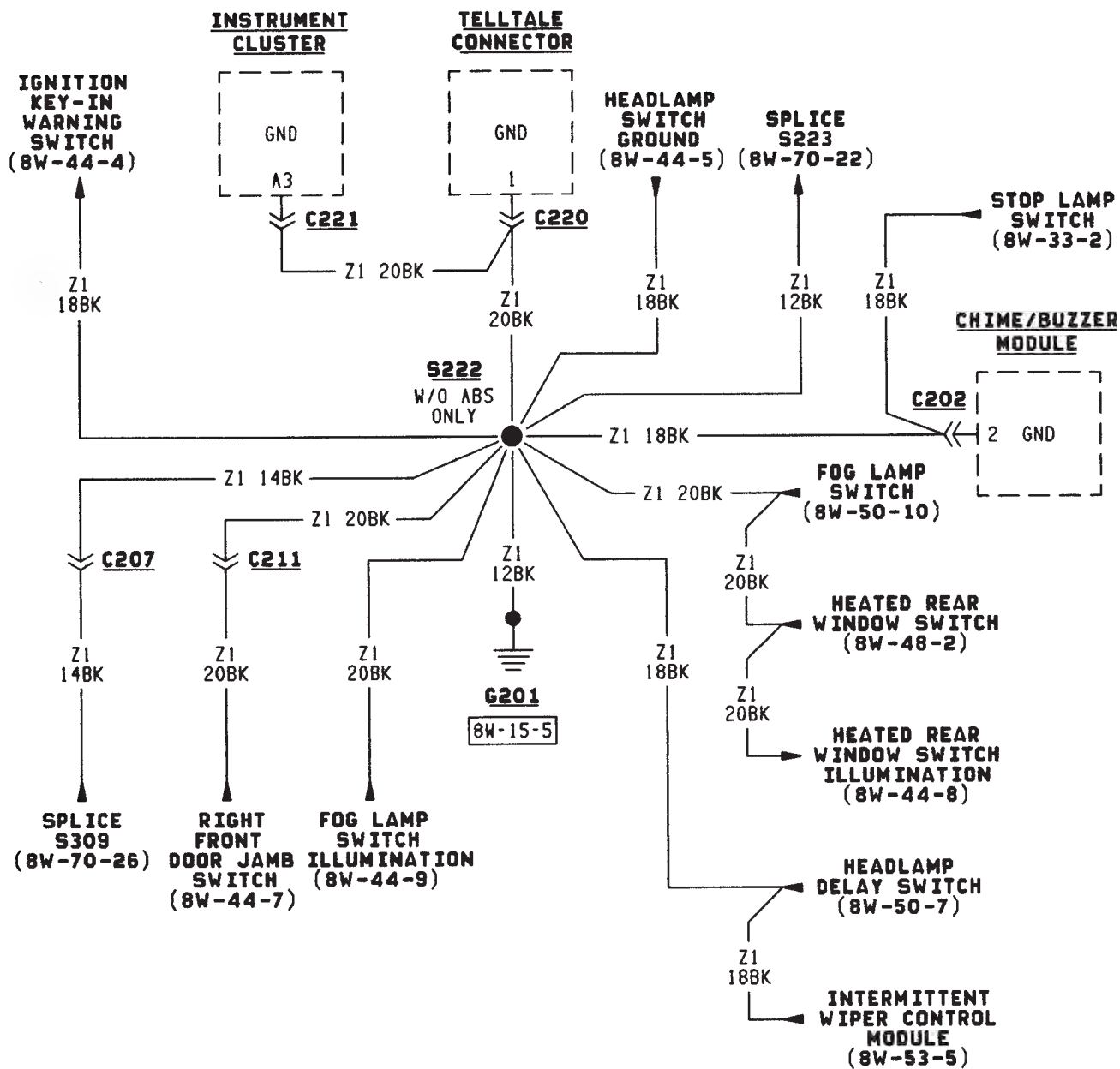


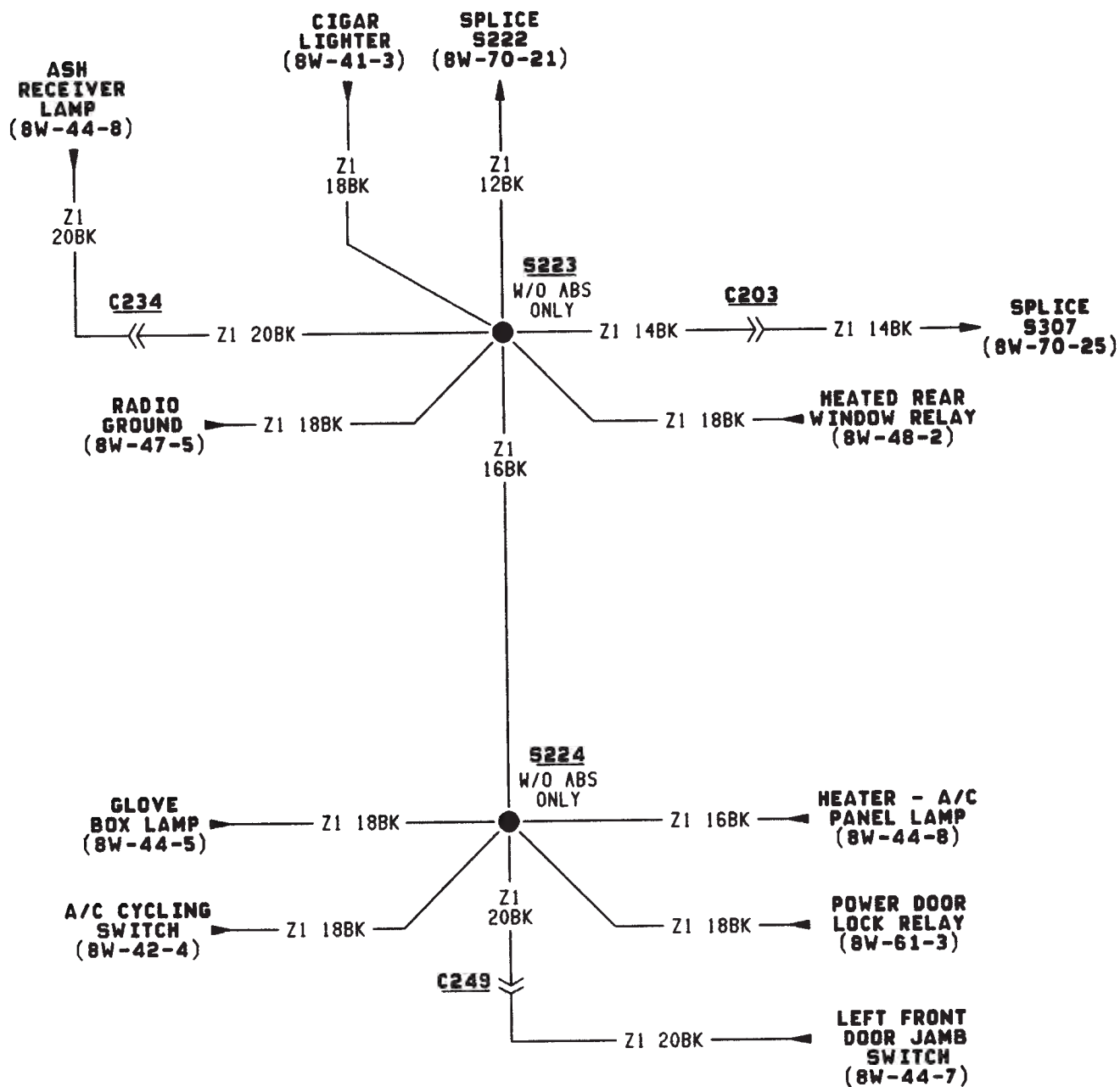




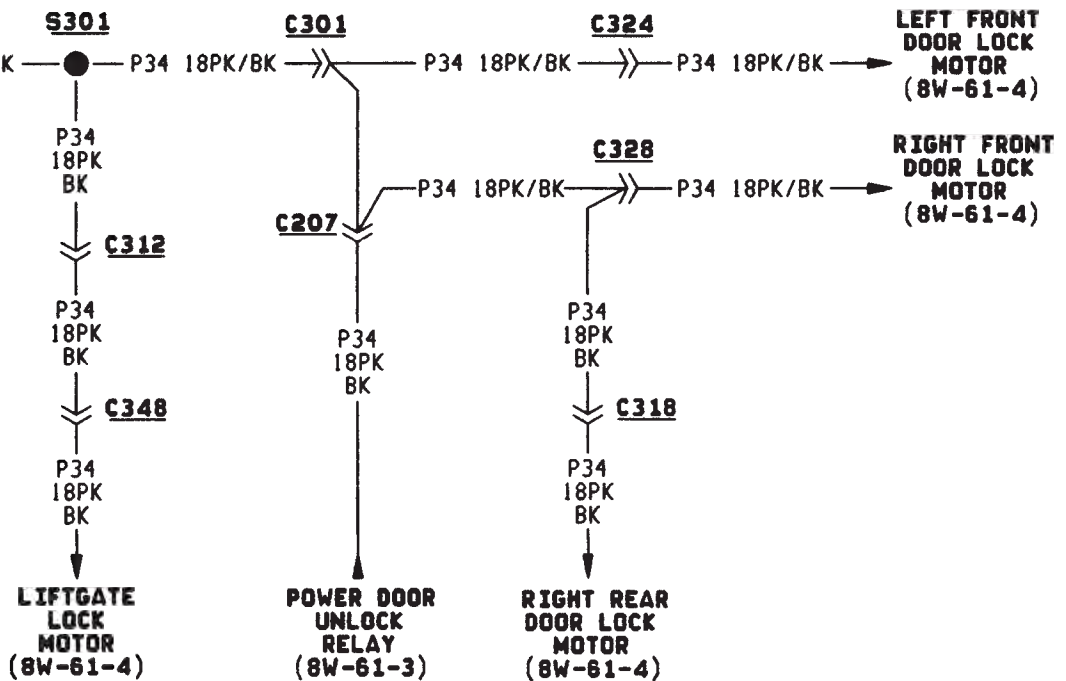




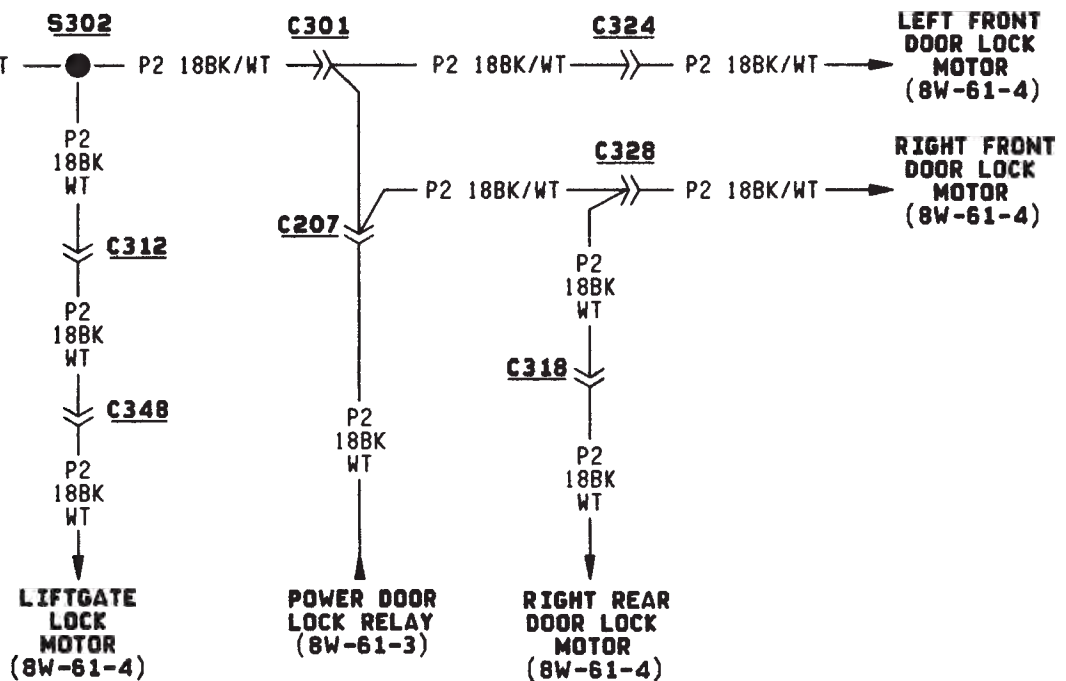


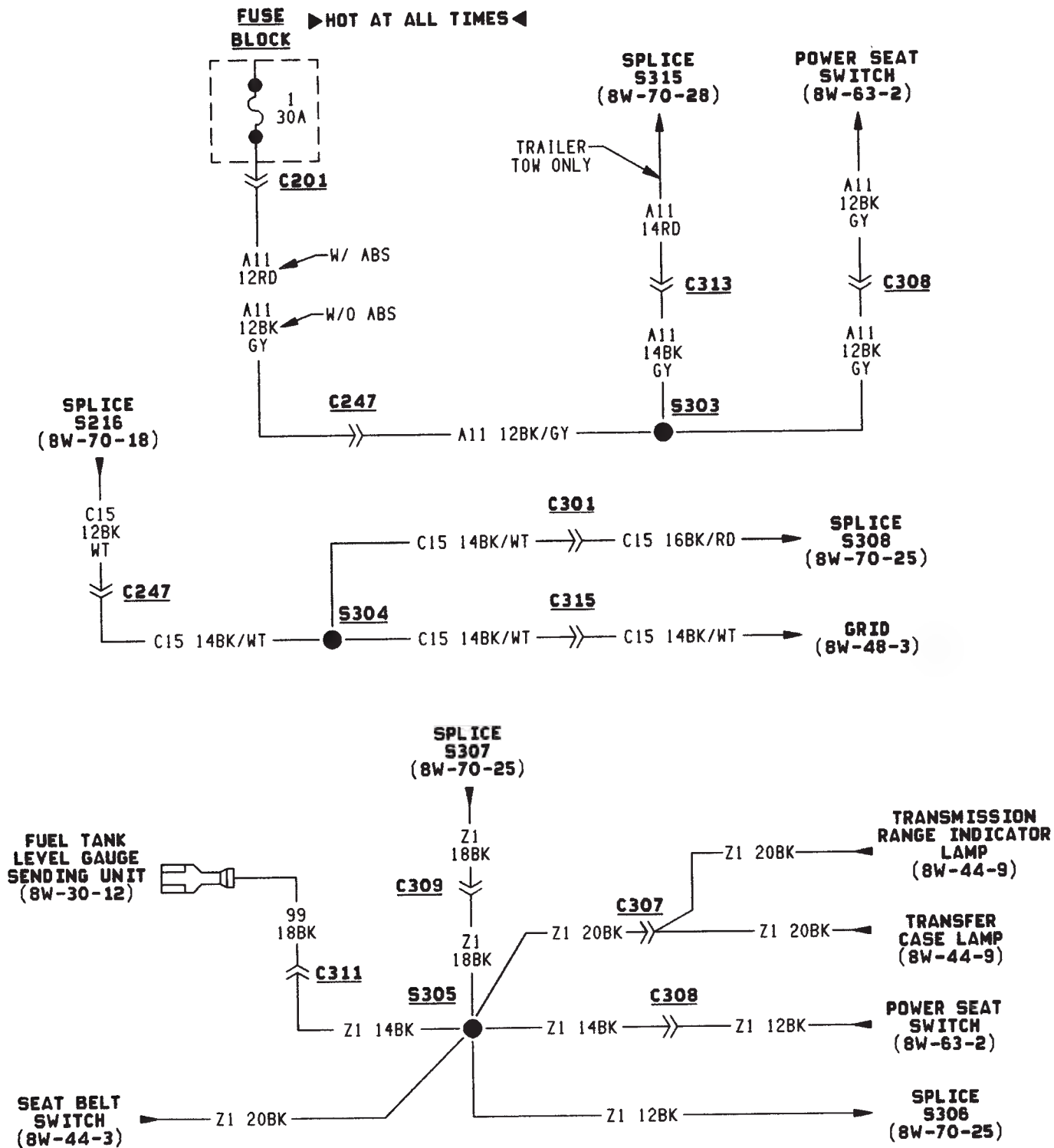


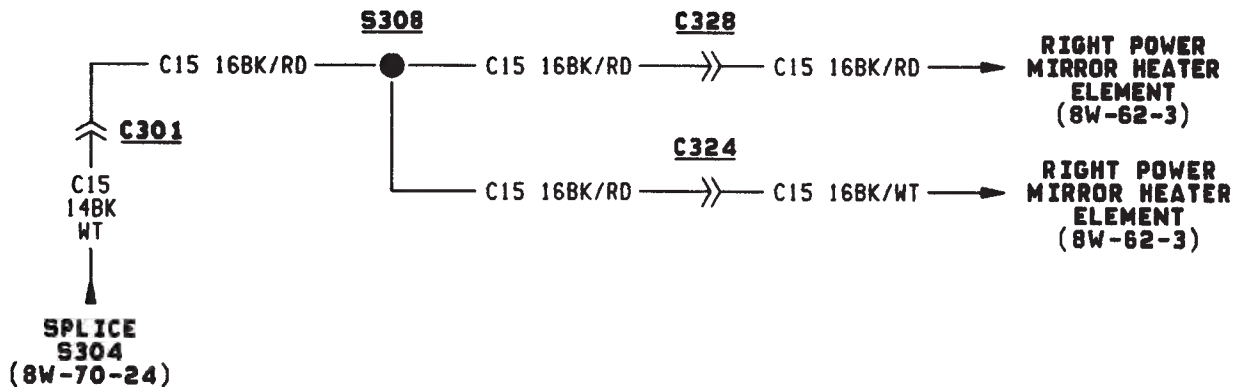
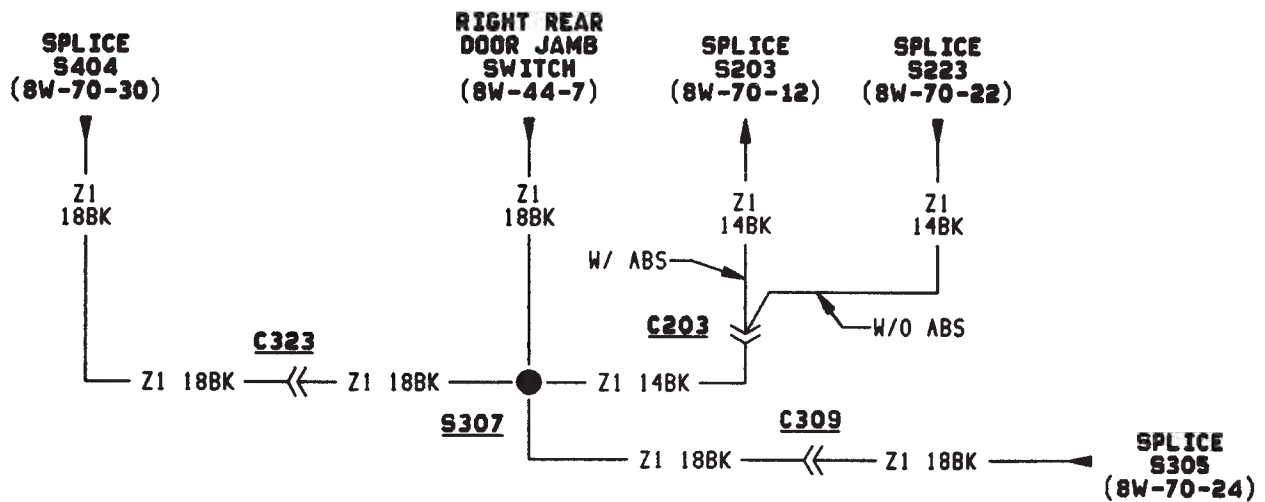
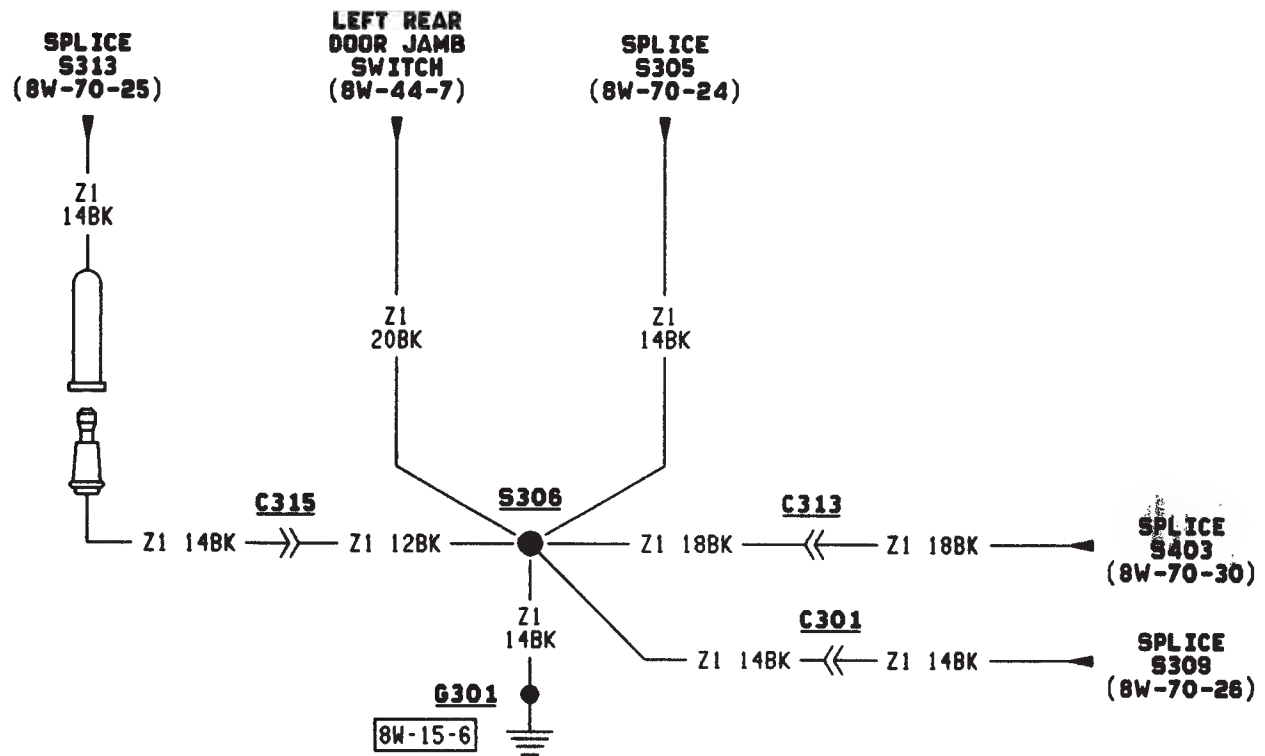
LEFT REAR
DOOR LOCK
MOTOR
(8W-61-4)

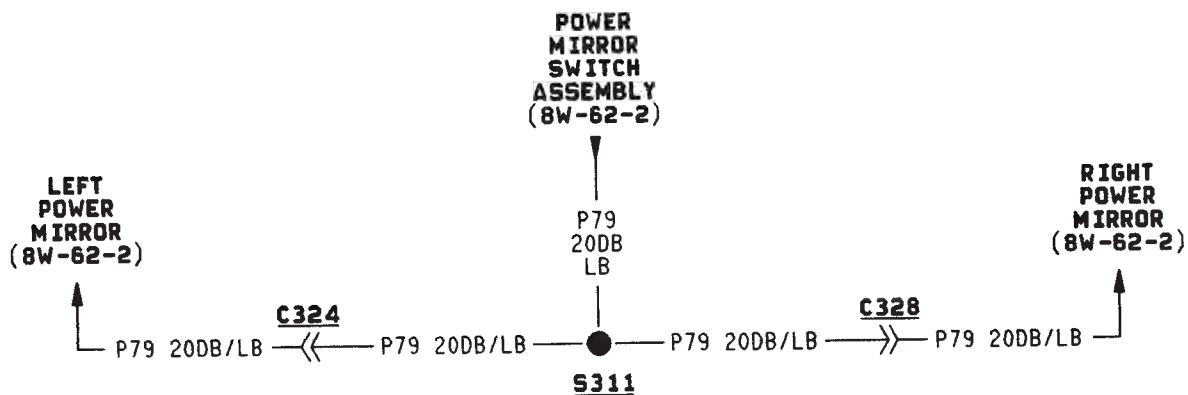
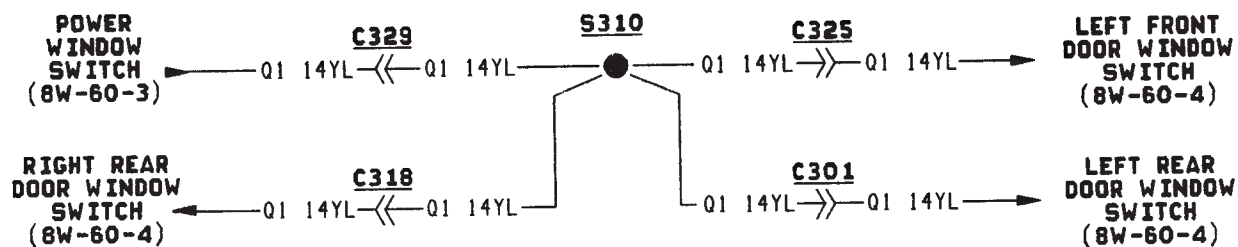
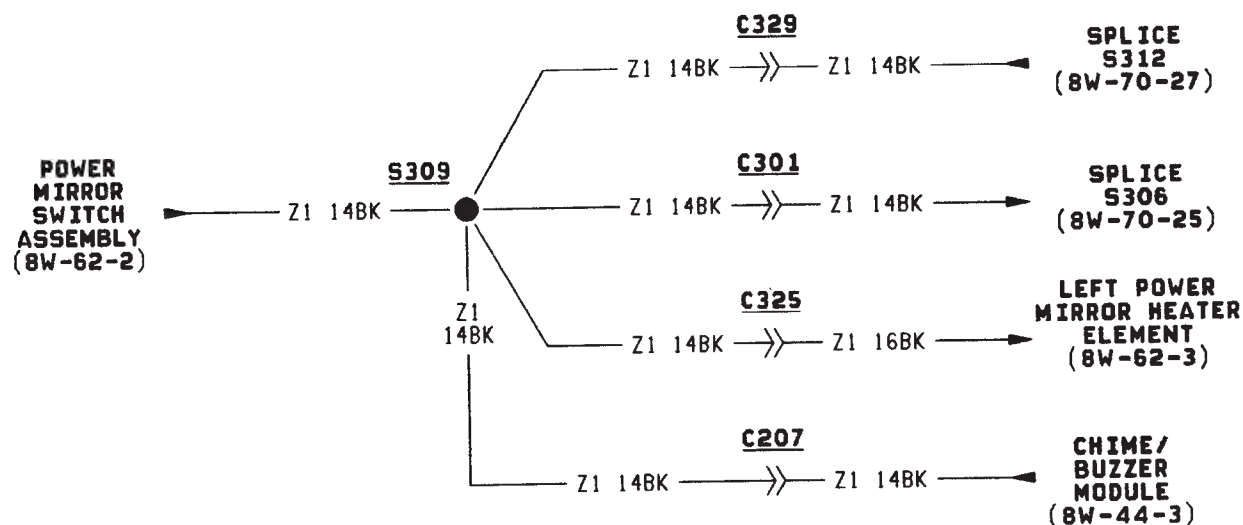


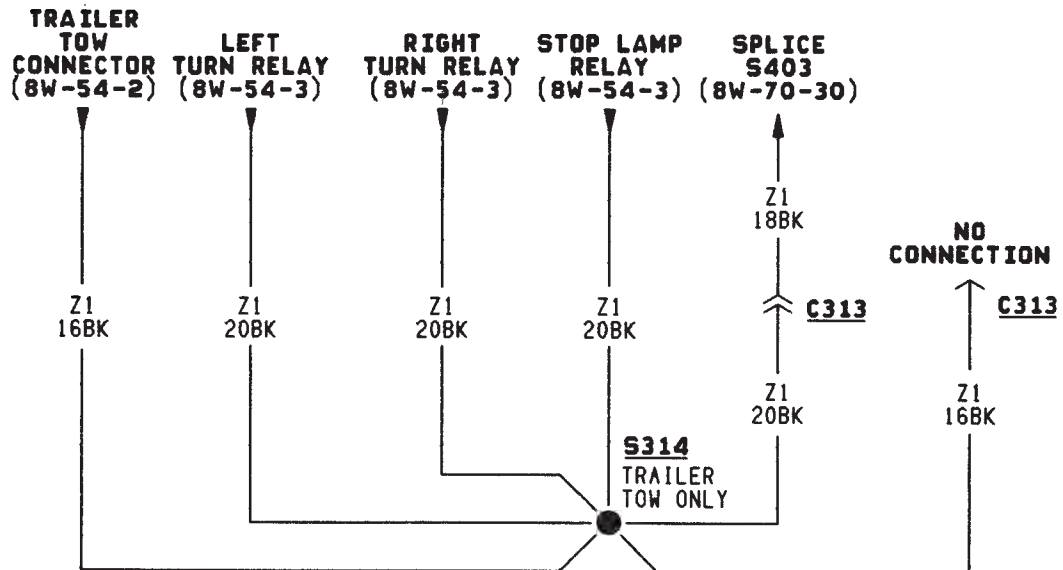
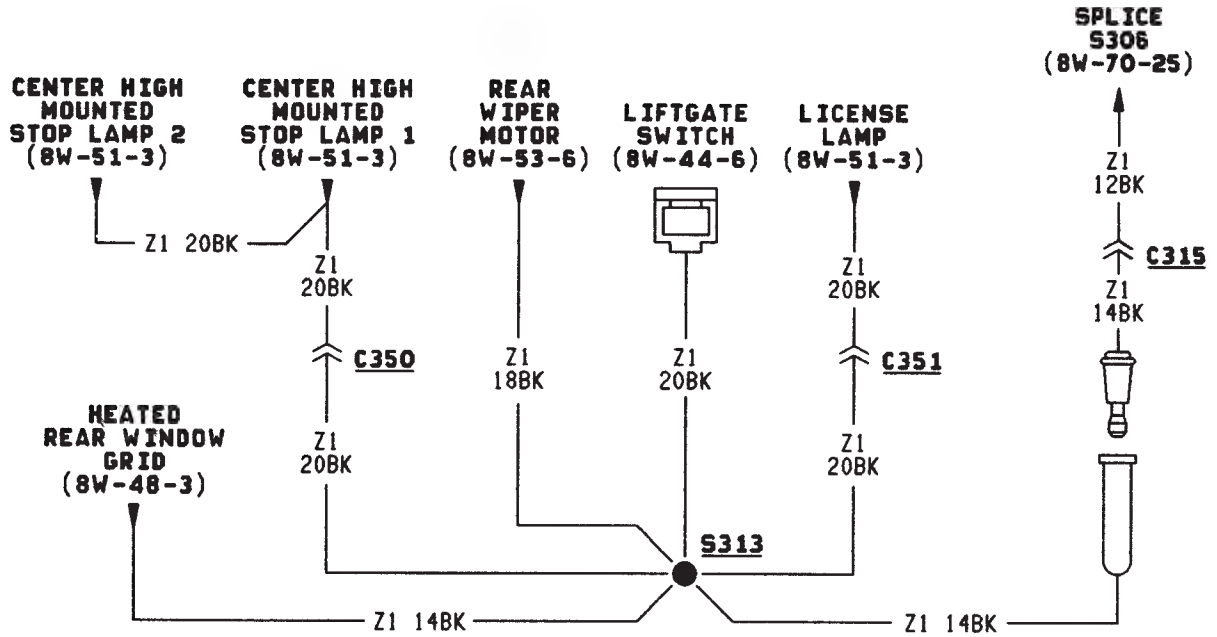
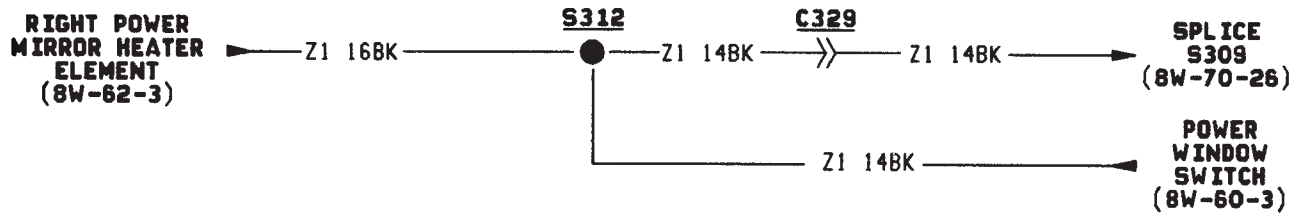
LEFT REAR
DOOR LOCK
MOTOR
(8W-61-4)

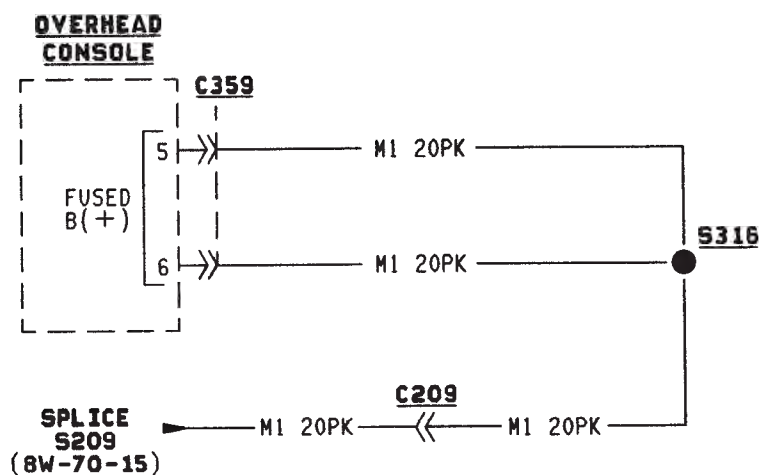
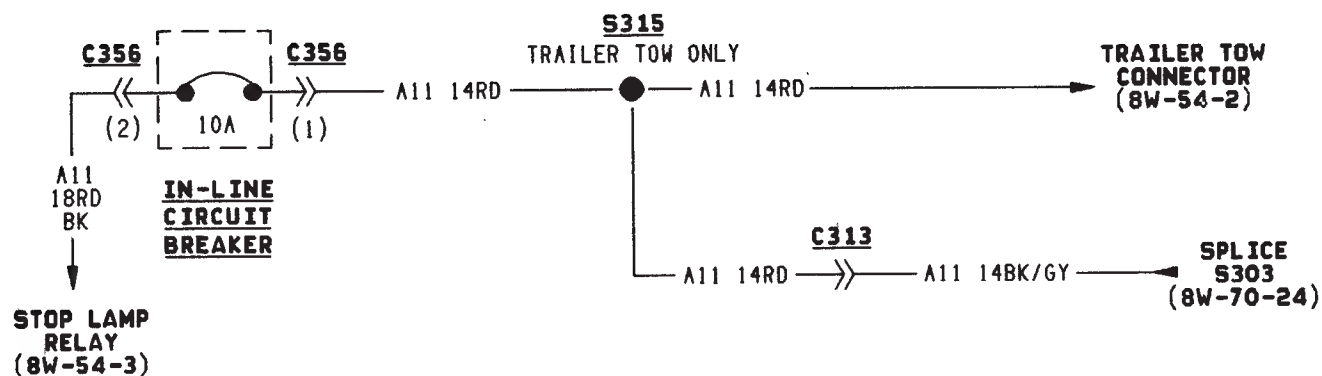


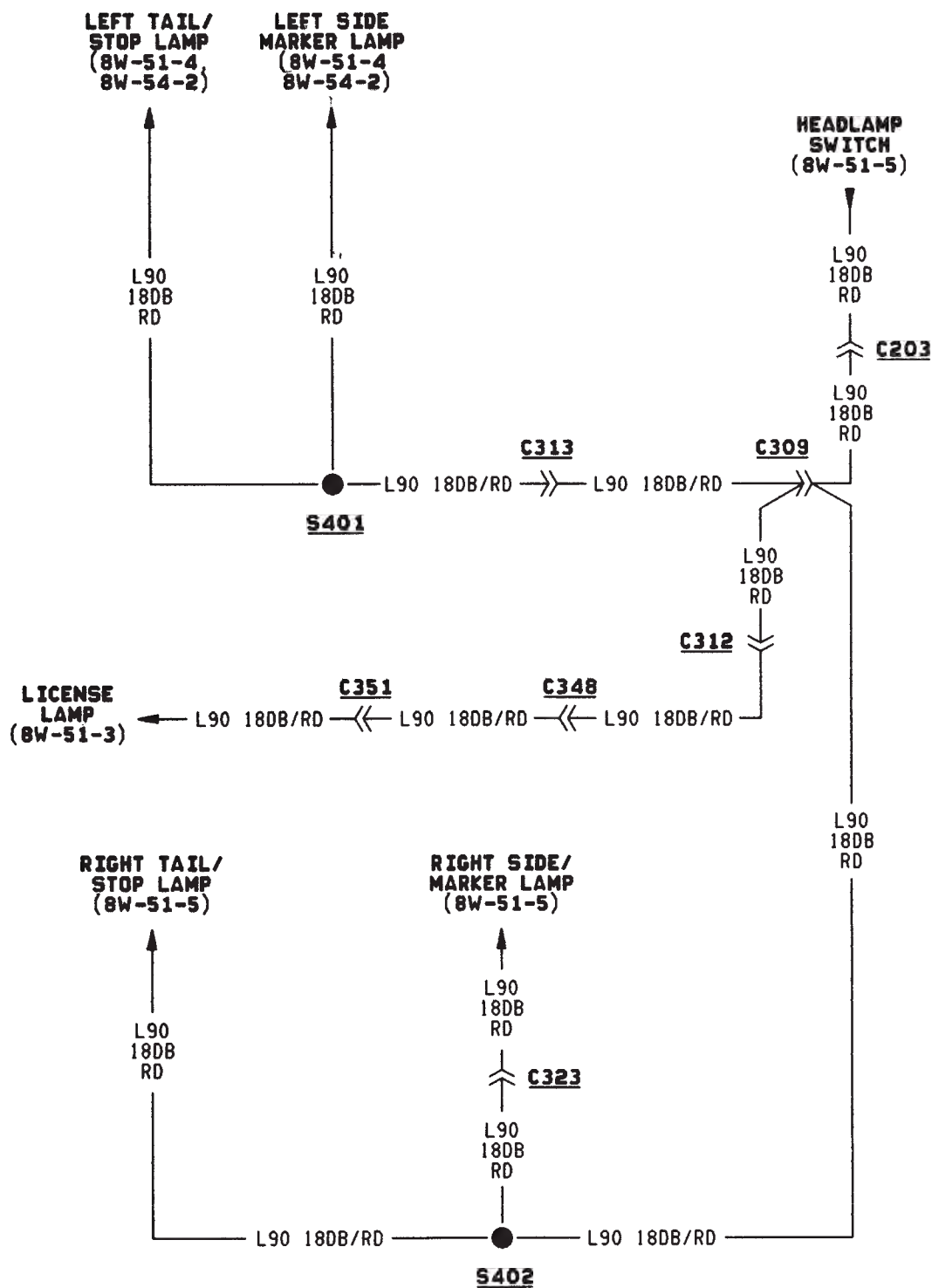


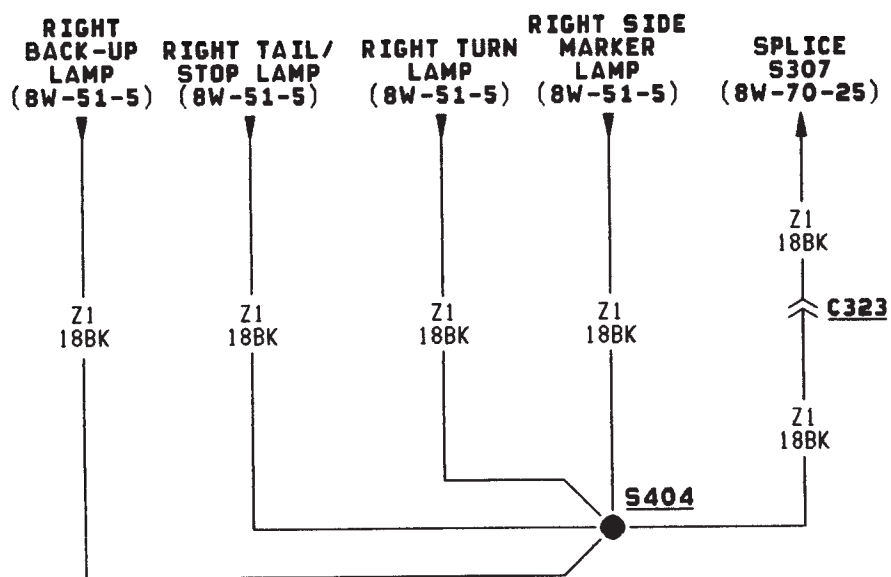
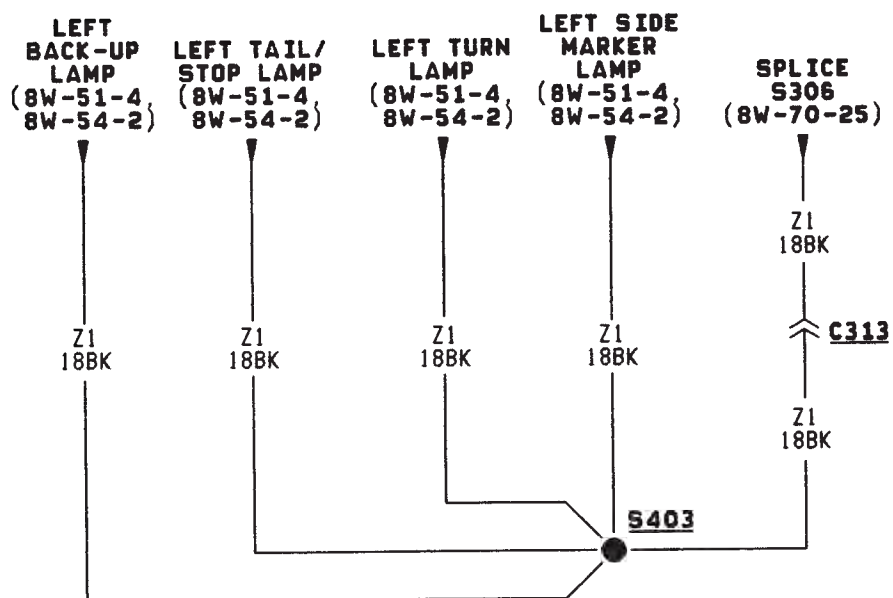












CONNECTOR PIN OUTS

GENERAL INFORMATION

The pages referenced in this section show the connector, the circuits in the connector, and the pin that

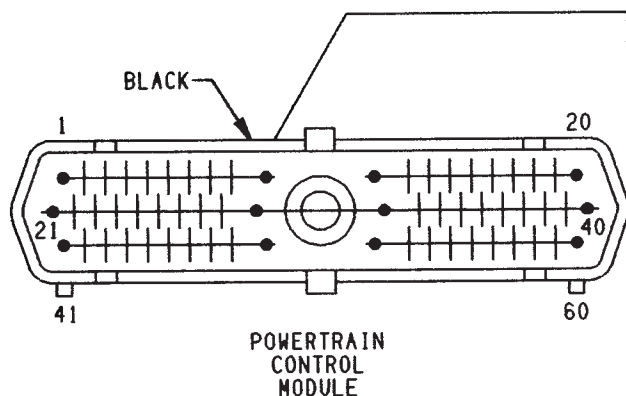
circuit occupies. Individual connector numbers are referenced on diagram pages throughout Group 8W.

CONNECTOR LOCATIONS

Component	Page
C101	8W-80-3
C102	8W-80-4
C103	8W-80-4
C104	8W-80-4
C105	8W-80-4
C106	8W-80-5
C107	8W-80-5
C108	8W-80-5
C109	8W-80-5
C110	8W-80-6
C111	8W-80-6
C112	8W-80-6
C113	8W-80-6
C114	8W-80-6
C115	8W-80-7
C116	8W-80-8
C117	8W-80-8
C118	8W-80-8
C119	8W-80-8
C120	8W-80-9
C121	8W-80-9
C122	8W-80-9
C123	8W-80-9
C124	8W-80-10
C125	8W-80-10
C126	8W-80-11
C127	8W-80-12
C128	8W-80-12
C129	8W-80-12
C130	8W-80-12
C131	8W-80-13
C132	8W-80-13
C133	8W-80-13
C134	8W-80-13
C135	8W-80-14
C136	8W-80-14
C137	8W-80-14
C138	8W-80-14
C139	8W-80-15
C140	8W-80-15
C141	8W-80-16
C142	8W-80-16
C143	8W-80-16
C144	8W-80-17
C145	8W-80-17
C146	8W-80-17
C147	8W-80-17

Component	Page
C148	8W-80-18
C149	8W-80-18
C150	8W-80-18
C151	8W-80-18
C152	8W-80-19
C153	8W-80-19
C154	8W-80-19
C155	8W-80-19
C156	8W-80-20
C157	8W-80-20
C158	8W-80-20
C159	8W-80-20
C160	8W-80-21
C201	8W-80-21
C202	8W-80-21
C203	8W-80-21
C204	8W-80-22
C205	8W-80-22
C206	8W-80-22
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C209	8W-80-23
C210	8W-80-23
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C214	8W-80-24
C215	8W-80-24
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C221	8W-80-27
C222	8W-80-27
C223	8W-80-27
C224	8W-80-28
C225	8W-80-28
C228	8W-80-28
C229	8W-80-28
C230	8W-80-29
C231	8W-80-29
C232	8W-80-29
C233	8W-80-30
C234	8W-80-30
C235	8W-80-30
C236	8W-80-31

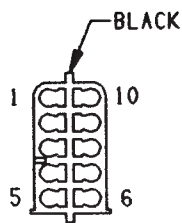
Component	Page	Component	Page
C237	8W-80-31	C338	8W-80-44
C238	8W-80-31	C339	8W-80-44
C239	8W-80-31	C340	8W-80-45
C240	8W-80-32	C341	8W-80-45
C241	8W-80-32	C342	8W-80-45
C242	8W-80-32	C343	8W-80-45
C243	8W-80-32	C344	8W-80-46
C244	8W-80-32	C345	8W-80-46
C245	8W-80-33	C346	8W-80-46
C246	8W-80-33	C347	8W-80-46
C247	8W-80-33	C348	8W-80-47
C248	8W-80-33	C349	8W-80-47
C249	8W-80-34	C350	8W-80-47
C301	8W-80-34	C351	8W-80-47
C302	8W-80-34	C352	8W-80-47
C303	8W-80-34	C353	8W-80-48
C304	8W-80-35	C354	8W-80-48
C305	8W-80-35	C355	8W-80-48
C306	8W-80-35	C356	8W-80-48
C307	8W-80-35	C358	8W-80-49
C308	8W-80-35	C359	8W-80-49
C309	8W-80-36	C360	8W-80-49
C310	8W-80-36	C401	8W-80-50
C311	8W-80-36	C402	8W-80-50
C312	8W-80-36	C403	8W-80-50
C313	8W-80-37	C404	8W-80-50
C314	8W-80-37	C405	8W-80-51
C315	8W-80-37	C406	8W-80-51
C316	8W-80-37	C407	8W-80-51
C317	8W-80-38	C408	8W-80-51
C318	8W-80-38	C409	8W-80-51
C319	8W-80-38	C410	8W-80-52
C320	8W-80-38	C411	8W-80-52
C321	8W-80-39	C412	8W-80-52
C322	8W-80-39	C413	8W-80-52
C323	8W-80-39	C414	8W-80-53
C324	8W-80-40	C415	8W-80-53
C325	8W-80-40	C416	8W-80-53
C326	8W-80-40	C417	8W-80-53
C327	8W-80-40	C418	8W-80-53
C328	8W-80-41	C419	8W-80-54
C329	8W-80-41	C420	8W-80-54
C330	8W-80-41	C421	8W-80-54
C331	8W-80-42	C422	8W-80-54
C332	8W-80-42	C423	8W-80-55
C333	8W-80-42	C424	8W-80-55
C334	8W-80-42	C425	8W-80-55
C335	8W-80-43	C426	8W-80-55
C336	8W-80-43		
C337	8W-80-43		



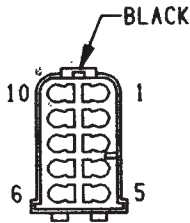
CAV	CIRCUIT	FUNCTION
1	K1 20DG/RD	MAP SENSOR SIGNAL
2	K2 16TN/BK	ENGINE COOLANT TEMP SENSOR SIGNAL
3	A14 14RD/WT	FUSED B(+)
4	K4 18BK/LB	SENSOR GROUND
5	Z11 16BK/WT	GROUND
6	K6 20VT/WT	5-VOLT SUPPLY
7	K7 18OR	8-VOLT SUPPLY
8	—	—
9	A21 14DB	IGN SWITCH OUTPUT (RUN/START)
10	—	—
11	Z12 16BK/TN	GROUND
12	Z12 16BK/TN	GROUND
13	K14 18LB/BR	INJECTOR #4 DRIVER
14	K13 18YL/WT	INJECTOR #3 DRIVER
15	K12 18TN	INJECTOR #2 DRIVER
16	K11 18WT/DB	INJECTOR #1 DRIVER
17	—	—
18	—	—
19	K19 18GY	IGNITION COIL #1 DRIVER
20	K20 18DG	GENERATOR FIELD DRIVER
21	K21 16BK/RD	INTAKE AIR TEMP SENSOR SIGNAL
22	K22 18OR/DB	THROTTLE POSITION SENSOR SIGNAL
23	—	—
24	K24 18GY/BK	CRANKSHAFT POSITION SENSOR SIGNAL
25	D21 20PK	SCI TRANSMIT
* 26	D1 20VT/BR	CCD BUS (+)
27	C91 16LB	A/C CYCLING SWITCH SENSE
28	C90 16LG	A/C PRESSURE SWITCH OUTPUT
29	K29 18WT/PK	STOP LAMP SWITCH SENSE
30	T41 18BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE
31	C27 20DB/PK	RADIATOR FAN RLY CONTROL
32	G3 20BK/PK	MALFUNCTION INDICATOR LAMP DRIVER
33	V36 20TN/RD	VEH SPEED CONTROL VACUUM SOL CONTROL
34	C13 20DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
35	—	—
36	—	—
37	—	—
38	K15 18PK/BK	INJECTOR #5 DRIVER
39	K39 18GY/RD	IDLE AIR CONTROL MOTOR #1 DRIVER
40	K40 18BR/WT	IDLE AIR CONTROL MOTOR #3 DRIVER
41	K41 18BK/DG	HEATED OXYGEN SENSOR SIGNAL
42	—	—
43	G21 20GY/LB	TACHOMETER SIGNAL
44	K44 18TN/YL	CAMSHAFT POSITION SENSOR SIGNAL
45	D20 20LG	SCI RECEIVE
* 46	D2 20WT/BK	CCD BUS (—)
47	G7 20WT/OR	VEH SPEED SENSOR SIGNAL
48	V31 20BR/RD	VEH SPEED CNTRL COAST/SET SW SENSE
49	V32 20YL/RD	VEH SPEED CNTRL ON/OFF SW SENSE
50	V33 20WT/LG	VEH SPEED CNTRL RESUME SW SENSE
51	K51 20DB/YL	AUTOMATIC SHUT DOWN RELAY CONTROL
52	—	—
53	V35 20LG/RD	VEH SPEED CNTRL VENT SOLENOID CNTRL
54	—	—
55	—	—
56	—	—
57	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
58	K16 18LG/BK	INJECTOR #6 DRIVER
59	K59 18VT/BK	IDLE AIR CONTROL MOTOR #4 DRIVER
60	K60 18YL/BK	IDLE AIR CONTROL MOTOR #2 DRIVER

* — INDICATES TWISTED PAIR D1 & D2

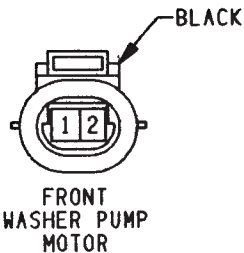
C102



CAV	CIRCUIT
1	L3 14RD/OR
2	L3 14RD/OR
3	L61 18LG
4	L90 18DB/RD
5	Z1 16GY
6	L35 18BR/WT
7	L39 18LB
8	L60 18TN
9	L4 14VT/WT
10	F39 18PK/LG

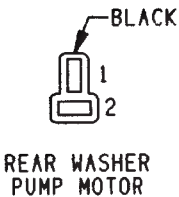


CAV	CIRCUIT
1	—
2	L3 16RD/OR
3	L61 18LG
3	L61 18LG
4	L90 18DB/RD
5	Z1 16BK
6	L35 18BR/WT
7	—
8	L60 18TN
8	L60 18TN
9	L4 16VT/WT
10	F39 14PK/LG



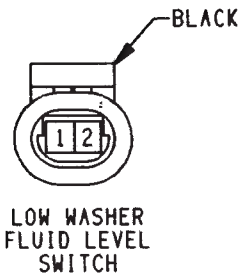
C103

CAV	CIRCUIT	FUNCTION
1	Z1 18GY	GROUND
1	Z1 18GY	GROUND
2	V10 20BR	WINDSHIELD WASHER SWITCH OUTPUT



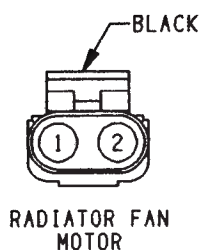
C104

CAV	CIRCUIT	FUNCTION
1	V20 18BK/WT	REAR WASHER PUMP MOTOR CONTROL
2	Z1 18GY	GROUND



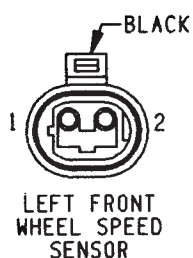
C105

CAV	CIRCUIT	FUNCTION
1	G29 20BK/TN	WASHER FLUID SWITCH SENSE
2	F12 18DB/WT	FUSED IGNITION SWITCH OUTPUT



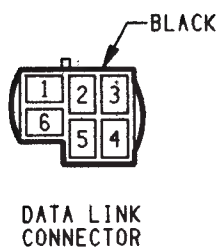
C106

CAV	CIRCUIT	FUNCTION
1	C25 16LG	RADIATOR FAN RELAY OUTPUT
2	Z1 16GY	GROUND



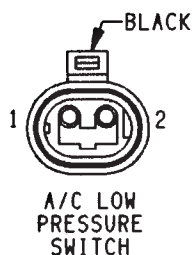
C107

CAV	CIRCUIT	FUNCTION
* 1	B9 18RD	LEFT FRONT WHEEL SPEED SENSOR (+)
* 2	B8 18RD/DB	LEFT FRONT WHEEL SPEED SENSOR (-)



C108

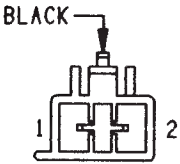
CAV	CIRCUIT	FUNCTION
1	—	—
2	D20 20LG	SCI RECEIVE
3	—	—
4	F12 18DB/WT	FUSED IGNITION SWITCH OUTPUT
5	D21 20PK	SCI TRANSMIT
6	Z11 16BK/WT	GROUND



C109

CAV	CIRCUIT	FUNCTION
1	C21 16DB/OR	A/C SWITCH SENSE
2	C90 16LG	A/C PRESSURE SWITCH OUTPUT

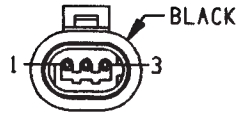
* - INDICATES TWISTED PAIR



A/C AND HEATER
BLOWER MOTOR

C110

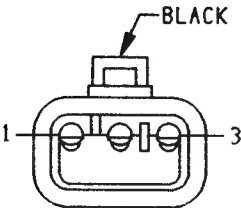
CAV	CIRCUIT	FUNCTION
1	Z1 12GY	GROUND
2	C1 12DG	FUSED IGNITION SWITCH OUTPUT



CRANKSHAFT
POSITION
SENSOR

C111

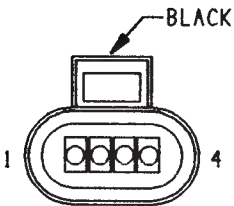
CAV	CIRCUIT	FUNCTION
1	K24 18GY/BK	CRANKSHAFT POSITION SENSOR SIGNAL
2	K4 18BK/LB	SENSOR GROUND
3	K7 180R	8-VOLT SUPPLY



THROTTLE
POSITION
SENSOR

C112

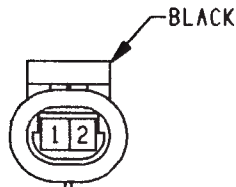
CAV	CIRCUIT	FUNCTION
1	K4 18BK/LB	SENSOR GROUND
2	K22 180R/DB	THROTTLE POSITION SENSOR SIGNAL
3	K6 20VT/WT	5-VOLT SUPPLY



IDLE AIR
CONTROL MOTOR

C113

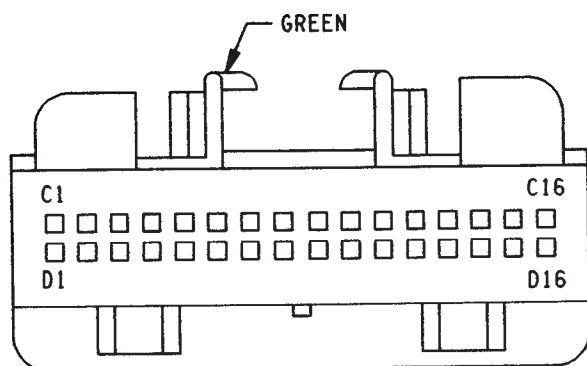
CAV	CIRCUIT	FUNCTION
1	K39 18GY/RD	IDLE AIR CONTROL MOTOR DRIVER #1
2	K60 18YL/BK	IDLE AIR CONTROL MOTOR DRIVER #2
3	K40 18BR/WT	IDLE AIR CONTROL MOTOR DRIVER #3
4	K59 18VT/BK	IDLE AIR CONTROL MOTOR DRIVER #4



INTAKE AIR
TEMPERATURE
SENSOR

C114

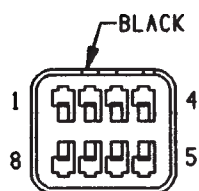
CAV	CIRCUIT	FUNCTION
1	K21 16BK/RD	INTAKE AIR TEMPERATURE SENSOR SIGNAL
2	K4 16BK/LB	SENSOR GROUND



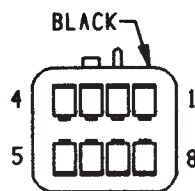
C115

CAV	CIRCUIT	FUNCTION
C1	—	—
C2	—	—
C3	T505 18TN/BK	TRANS OUTPUT SPEED SENSOR
C4	T137 16YL/BK	TRANS DATA LINK CONNECTOR
C5	—	—
C6	—	—
C7	—	—
C8	T506 18LG/BK	1-2 GEAR INPUT
C9	T507 18GY/BK	DRIVE GEAR INPUT
C10	K29 18WT/PK	STOP LAMP SWITCH SENSE
C11	T177 18TN	TRANS SWITCH POWER MODE
C12	—	—
C13	—	—
C14	T508 18WT/BK	SOLENOID S3 CONTROL
C15	T509 18VT/WT	SOLENOID S2 CONTROL
C16	T510 18DB/WT	SOLENOID S1 CONTROL
D1	—	—
D2	K22 18OR/DB	THROTTLE POS SENSOR SIGNAL
D3	K4 18BK/LB	SENSOR GROUND
D4	—	—
D5	—	—
D6	—	—
D7	Z12 18BK/TN	GROUND
D8	—	—
D9	—	—
D10	—	—
D11	—	—
D12	—	—
D13	—	—
D14	A14 14RD/WT	FUSED B(+)
D15	—	—
D16	T17 18YL	FUSED B(+)

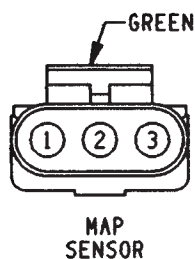
C116



CAV	CIRCUIT
1	B1 18YL/DB
2	B517 18PK/OR
3	B516 18TN/WT
4	B515 18YL/WT
5	—
6	B4 18LG
7	B3 18LG/DB
8	B2 18YL

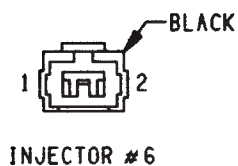


CAV	CIRCUIT
1	B1 18YL/DB
2	B517 18PK/OR
3	B516 18TN/WT
4	B515 18YL/VT
5	—
6	B4 18LG
7	B3 18LG/DB
8	B2 18YL



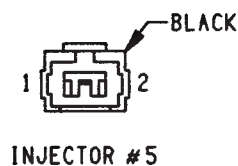
C117

CAV	CIRCUIT	FUNCTION
1	K4 18BK/LB	SENSOR GROUND
2	K1 20DG/RD	MAP SENSOR SIGNAL
3	K6 20VT/WT	5-VOLT SUPPLY



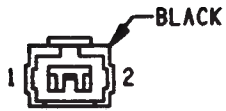
C118

CAV	CIRCUIT	FUNCTION
1	K16 18LG/BK	INJECTOR #6 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



C119

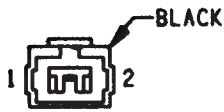
CAV	CIRCUIT	FUNCTION
1	K15 18PK/BK	INJECTOR #5 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



INJECTOR # 4

C120

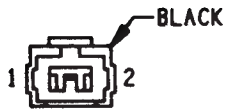
CAV	CIRCUIT	FUNCTION
1	K14 18LB/BR	INJECTOR # 4 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



INJECTOR # 3

C121

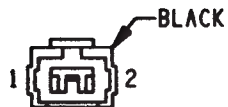
CAV	CIRCUIT	FUNCTION
1	K13 18YL/WT	INJECTOR # 3 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



INJECTOR # 2

C122

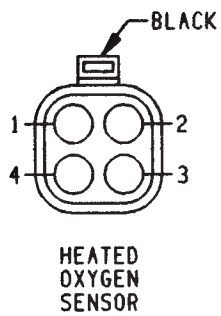
CAV	CIRCUIT	FUNCTION
1	K12 18TN	INJECTOR # 2 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



INJECTOR # 1

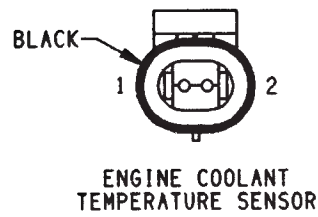
C123

CAV	CIRCUIT	FUNCTION
1	K11 18WT/DB	INJECTOR # 1 DRIVER
2	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



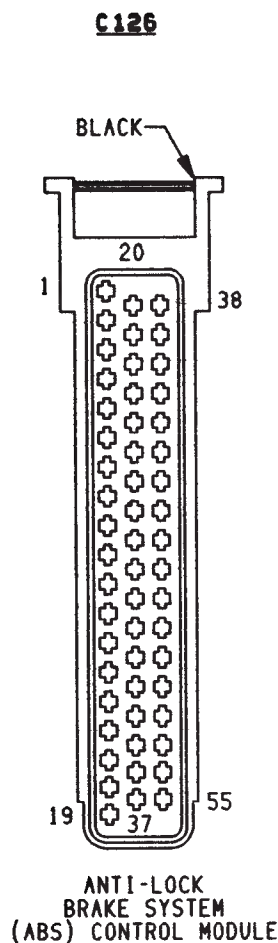
C124

CAV	CIRCUIT	FUNCTION
1	K4 18BK/LB	SENSOR GROUND
2	K41 18BK/DG	HEATED OXYGEN SENSOR SIGNAL
3	Z12 18BK/TN	GROUND
4	A141 14DG/WT	FUEL PUMP RELAY OUTPUT



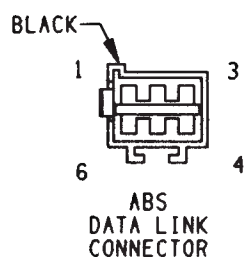
C125

CAV	CIRCUIT	FUNCTION
1	K2 16TN/BK	ENGINE COOLANT TEMP SENSOR SIGNAL
2	K4 16BK/LB	SENSOR GROUND



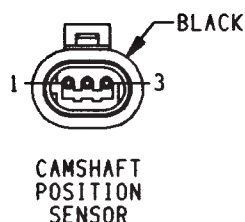
CAV	CIRCUIT	FUNCTION
1	Z1 14GY	GROUND
2	B243 16DG/BK	LEFT FRONT DUMP VALVE CONTROL
3	B235 14GY/YL	ABS POWER RELAY OUTPUT
4	—	—
5	—	—
6	—	—
7	—	—
8	—	—
9	—	—
10	—	—
11	—	—
12	—	—
13	—	—
14	—	—
15	B116 18GY	PUMP/MOTOR RELAY CONTROL
16	B210 18RD/BK	PEDAL TRAVEL SENSOR JUMPER
17	—	—
18	—	—
19	Z1 14GY	GROUND
20	B245 16WT/LG	LEFT FRONT ISOLATION VALVE CONTROL
21	B248 16DG/WT	RIGHT FRONT DUMP VALVE CONTROL
22	—	—
* 23	D1 18VT/BR	CCD BUS (+)
24	—	—
25	B515 18YL/VT	G-SENSOR #1 SENSE
26	B517 18PK/OR	G-SENSOR GROUND
* 27	B1 18YL/DB	RIGHT REAR WHEEL SPEED SENSOR (-)
* 28	B3 18LG/DB	LEFT REAR WHEEL SPEED SENSOR (-)
* 29	B6 18WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (-)
* 30	B8 18RD/DB	LEFT FRONT WHEEL SPEED SENSOR (-)
* 31	B219 18DB	PUMP/MOTOR SPEED SENSOR (-)
32	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
33	B235 14GY/YL	ABS POWER RELAY OUTPUT
34	B207 18PK	ABS POWER RELAY CONTROL
35	—	—
36	B254 16DG/OR	REAR DUMP VALVE CONTROL
37	—	—
38	B249 16WT/TN	RIGHT FRONT ISOLATION VALVE CONTROL
39	—	—
40	—	—
41	B210 18RD/BK	PEDAL TRAVEL SENSOR JUMPER
* 42	D2 18WT/BK	CCD BUS (-)
43	B516 18TN/WT	G-SENSOR #2 SENSE
44	—	—
* 45	B2 18YL	RIGHT REAR WHEEL SPEED SENSOR (+)
* 46	B4 18LG	LEFT REAR WHEEL SPEED SENSOR (+)
* 47	B7 18WT	RIGHT FRONT WHEEL SPEED SENSOR (+)
* 48	B9 18RD	LEFT FRONT WHEEL SPEED SENSOR (+)
* 49	B220 18TN	PUMP/MOTOR SPEED SENSOR (+)
50	—	—
51	—	—
52	B205 18VT	ABS LAMP DRIVER
53	B236 18LG/YL	FUSED IGNITION SWITCH OUTPUT
54	B251 16WT/BK	REAR INLET VALVE CONTROL
55	—	—

*—INDICATES TWISTED PAIRS (B1 & B2, B3 & B4, B6 & B7, B8 & B9, D1 & D2)

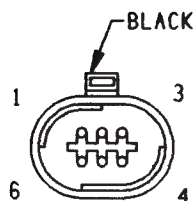
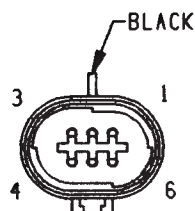

C127

CAV	CIRCUIT	FUNCTION
* 1	D2 18WT/BK	CCD BUS (-)
** 1	D2 20WT/BK	CCD BUS (-)
2	F39 18PK/LG	FUSED B (+)
3	—	—
* 4	D1 18VT/BR	CCD BUS (+)
** 4	D1 20VT/BR	CCD BUS (+)
5	T137 16YL/BK	AUTO TRANS DATA LINK
6	Z12 18BK/TN	GROUND

* AND ** -INDICATES TWISTED PAIRS

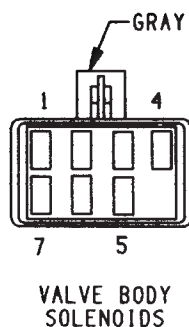

C128

CAV	CIRCUIT	FUNCTION
1	K44 18TN/YL	CAMSHAFT POSITION SENSOR SIGNAL
2	K4 18BK/LB	SENSOR GROUND
3	K7 180R	8-VOLT SUPPLY

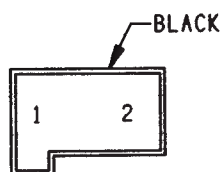

C129


CAV	CIRCUIT
1	G107 20BK/RD
2	K4 18BK/LB
3	G7 20WT/OR
4	Z1 18GY
5	—
6	K7 180R

CAV	CIRCUIT
1	X4 18GY/ORRD
2	K4 18BK/LB
3	G7 18WT/OR
4	Z1 18GY
5	—
6	K7 180R


C130

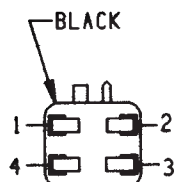
CAV	CIRCUIT	FUNCTION
1	G107 20BK/RD	4WD SENSE
2	T510 18DB/WT	SOLENOID S1 CONTROL
3	T509 18VT/WT	SOLENOID S2 CONTROL
4	T508 18WT/BK	SOLENOID S3 CONTROL
5	T505 18TN/BK	TRANSMISSION OUTPUT SPEED SENSOR
6	Z12 18BK/TN	GROUND
7	G106 20BK/YL	4WD INDICATOR LAMP



DIODE

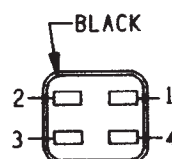
C131

CAV	CIRCUIT	FUNCTION
1	B235 14GY/YL	ABS POWER RELAY OUTPUT
2	B205 18VT	ABS LAMP DRIVER

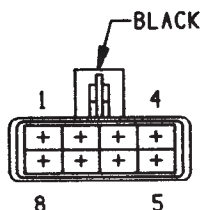


C132

CAV	CIRCUIT
1	V33 20WT/LG
2	V32 20YL/RD
3	V31 20BR/RD
4	F12 18DB/WT



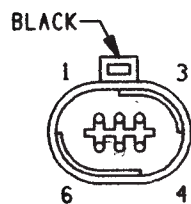
CAV	CIRCUIT
1	V33 20WT/LG
2	V32 20YL/RD
3	V31 20BR/RD
4	V34 20WT/RD



PARK/NEUTRAL
POSITION
SWITCH

C133

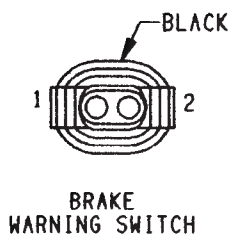
CAV	CIRCUIT	FUNCTION
1	T506 18LG/BK	1-2 GEAR INPUT
2	T507 18GY/BK	DRIVE GEAR INPUT
3	—	—
4	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT
5	—	—
6	Z12 18BK/TN	GROUND
7	T41 18BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE
8	F12 18DB/WT	FUSED IGNITION SWITCH OUTPUT



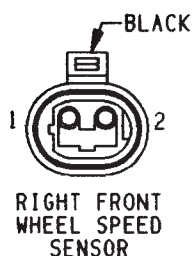
FRONT WIPER
MOTOR

C134

CAV	CIRCUIT	FUNCTION
1	—	—
2	V55 18TN/RD	WIPER PARK SWITCH SENSE
3	F86 18LG/BK	FUSED IGNITION SWITCH OUTPUT
4	Z1 16GY	GROUND
5	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
6	V4 18RD/YL	WIPER SWITCH HIGH SPEED OUTPUT

C135

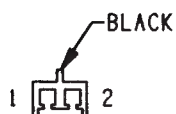
CAV	CIRCUIT	FUNCTION
1	G9 20GY/BK	BRAKE WARNING LAMP DRIVER
2	G9 20GY/WT	BRAKE WARNING LAMP DRIVER

C136

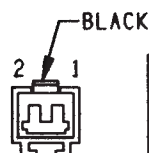
CAV	CIRCUIT	FUNCTION
* 1	B7 18WT	RIGHT FRONT WHEEL SPEED SENSOR (+)
* 2	B6 18WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (-)

C137

CAV	CIRCUIT	FUNCTION
1	Z1 18GY	GROUND
2	A7 18RD/BK	FUSED B(+)

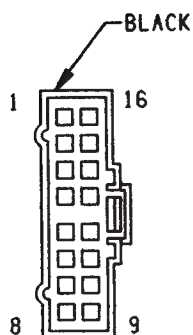
C138

CAV	CIRCUIT
1	G31 18VT/LG
2	G32 18BK/LB



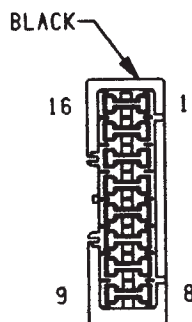
CAV	CIRCUIT
1	G31 20VT/LG
2	G32 20BK/LB

* - INDICATES TWISTED PAIR

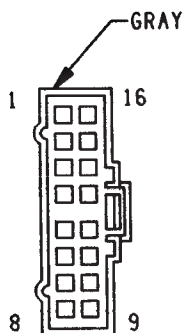


CAV	CIRCUIT
1	C1 12DG
2	G21 20GY/LB
3	L10 18BR/LG
4	F86 18LG/BK
5	G6 20GY/YL
6	G20 18VT/YL
6	G20 20VT/YL
7	L50 18WT/TN
8	A7 12RD/YL
9	B205 18YL
10	L4 16VT/WT
11	G7 18WT/OR
12	Z2 18BK/OR
12	Z2 18BK/OR
13	V30 20DB/RD
14	V11 18BK/TN
15	L9 16BK/WT
15	L9 16BK/WT
16	A1 12RD

C139



CAV	CIRCUIT
1	C1 12DG
2	G21 20GY/LB
3	L10 18BR/LG
4	F86 18LG/BK
5	G6 20GY
6	G20 20VT/YL
7	L50 18WT/TN
8	A7 12RD/BK
9	B205 18VT
10	L4 14VT/WT
11	G7 20WT/OR
12	Z2 16BK/OR
13	V30 20DB/RD
14	—
15	L9 18BK/WT
16	A1 10RD



CAV	CIRCUIT
1	G9 18GY/BK
1	G9 18GY/BK
2	V20 18BK//WT
2	V20 18BK//WT
3	L90 18DB/RD
3	L90 18DB/RD
4	L35 16BR/WT
4	—
5	C21 16LB
6	C90 16LG/WT
7	C91 16DB/OR
8	A21 12YL
9	L3 16RD/OR
9	L3 16RD/OR
10	B236 18LB/YL
11	G9 20GY/BK
12	X2 16DG/RD
13	V32 20YL/RD
14	L61 18LG/YL
14	L61 18LG/YL
14	L61 18LG
14	L61 18LG
15	L60 18WT/BL
15	L60 18WT/BL
15	L60 18TN
15	L60 18TN
16	A3 12RD/WT

W/O ABS
W/O ABS
W/ABS

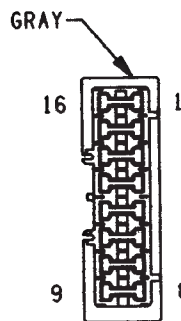
W/ABS

W/O ABS

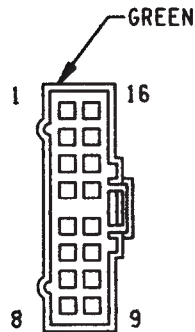
W/ABS

W/O ABS

C140



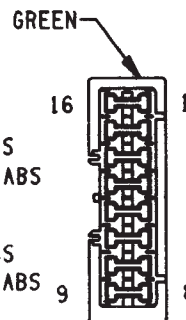
CAV	CIRCUIT
1	G9 20GY/BK
2	V20 18BK/WT
3	L90 18DB/RD
4	L35 18BR/WT
5	C21 16DB/OR
6	C90 16LG
7	C91 16LB
8	A21 12DB
9	L3 14RD/OR
10	B236 18LG/YL
10	B236 18LG/YL
11	G9 20GY/WT
12	X2 18DG/RD
12	X2 18DG/RD
13	V32 20YL/RD
14	L61 18LG
15	L60 18TN
16	A3 12RD/WT

C141

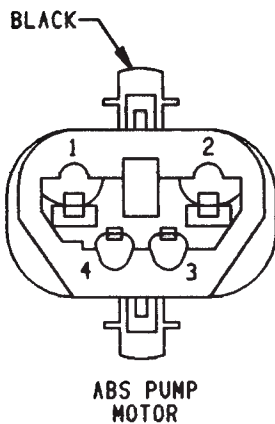
CAV	CIRCUIT
1	V55 18TN/RD
2	T177 20TN
3	G107 20BK/RD
4	G106 20BK/YL
5	V10 18BR
6	V3 18BR/WT
7	V4 18RD/YL
8	I24 20VT/YL
8	L39 16LB
9	T17 20YL
10	A241 14DB/TN
11	I25 20TN/OR
11	G3 20BK/PK
12	K29 18WT/PK
13	M1 18PK
14	G29 20BK/TN
15	A41 14YL/WT
16	A4 12BK/PK

W/ABS
W/O ABS

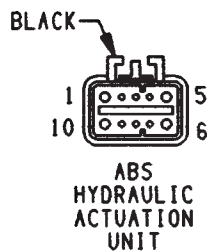
W/ABS
W/O ABS



CAV	CIRCUIT
1	V55 18TN/RD
2	T177 18TN
3	G107 20BK/RD
3	G107 20BK/RD
4	G106 20BK/YL
5	V10 20BR
6	V3 18BR/WT
7	V4 18RD/YL
8	L39 18LB
9	T17 18YL
10	A141 14DG/WT
11	G3 20BK/PK
12	K29 18WT/PK
13	A7 14RD/BK
14	G29 20BK/TN
15	A41 14YL
16	A4 12BK/PK

**C142**

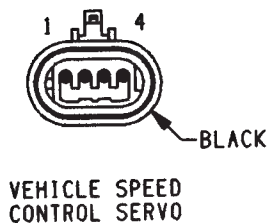
CAV	CIRCUIT	FUNCTION
1	B233 12TN/BK	PUMP/MOTOR RELAY OUTPUT
2	Z12 12BK/TN	GROUND
* 3	B219 18DB	PUMP/MOTOR SPEED SENSOR (—)
* 4	B220 18TN	PUMP/MOTOR SPEED SENSOR (+)

C143

CAV	CIRCUIT	FUNCTION
1	—	—
2	B245 16WT/LG	LEFT FRONT ISOLATION VALVE CONTROL
3	B249 16WT/TN	RIGHT FRONT ISOLATION VALVE CONTROL
4	B251 16WT/BK	REAR INLET VALVE CONTROL
5	B235 14GY/YL	ABS POWER RELAY OUTPUT
6	—	—
7	B254 16DG/OR	REAR DUMP VALVE CONTROL
8	B248 16DG/WT	RIGHT FRONT DUMP VALVE CONTROL
9	B243 16DG/BK	LEFT FRONT DUMP VALVE CONTROL
10	B235 14GY/YL	ABS POWER RELAY OUTPUT

* — INDICATES TWISTED PAIR (B219 & B220)

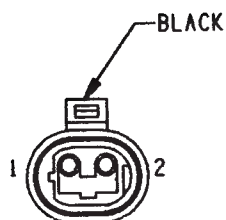
C144



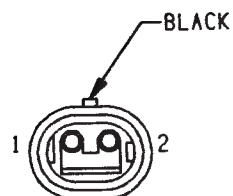
CAV	CIRCUIT	FUNCTION
1	Z1 18GY	GROUND
2	V30 20DB/RD	VEH SPEED CONTROL BRAKE SW OUTPUT
3	V35 20LG/RD	VEHICLE SPEED CTRL VENT SOL CONTROL
4	V36 20TN/RD	VEHICLE SPEED CTRL VACUUM SOL CONTROL

C145
POWER DISTRIBUTION CENTER
(8W-11-2)

C146

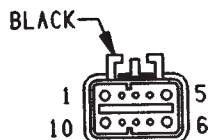


CAV	CIRCUIT
1	G32 18BK/LB
2	G31 18VT/LG

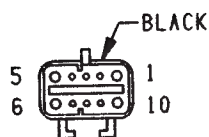


CAV	CIRCUIT
1	G32 18BK/LB
2	G31 18VT/LG

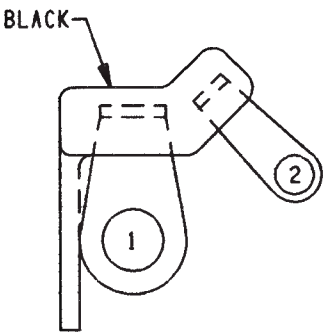
C147



CAV	CIRCUIT
1	—
2	—
3	—
4	K19 18BK/GY
5	—
6	—
7	G6 20GY
8	—
9	K20 18DG
10	A142 14DG/OR



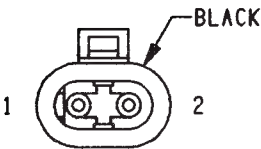
CAV	CIRCUIT
1	—
2	—
3	—
4	K19 18BK/GY
5	—
6	—
7	G6 18GY
8	—
9	K20 18DG
10	A142 16DG/OR



ENGINE STARTER
MOTOR

C148

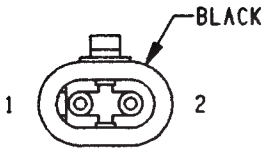
CAV	CIRCUIT	FUNCTION
1	A0 6RD	B (+)
2	T40 14LG/BK	ENGINE STARTER MOTOR RELAY OUTPUT



ENGINE
OIL PRESSURE
SENDING UNIT

C149

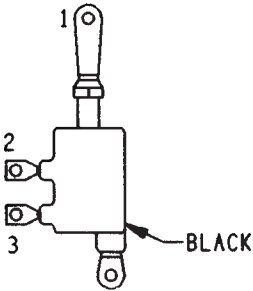
CAV	CIRCUIT	FUNCTION
1	—	—
2	G6 18GY	ENGINE OIL PRESSURE SWITCH SENSE



DISTRIBUTOR
IGNITION COIL

C150

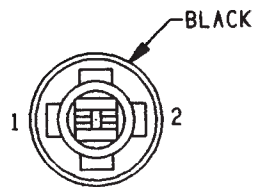
CAV	CIRCUIT	FUNCTION
1	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	K19 18BK/GY	IGNITION COIL #1 DRIVER



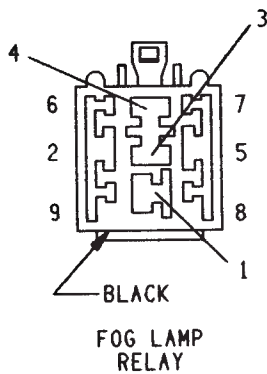
GENERATOR

C151

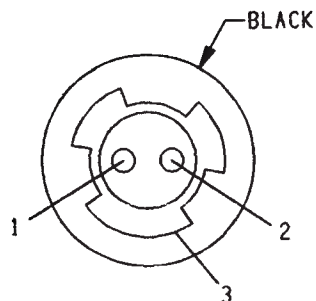
CAV	CIRCUIT	FUNCTION
1	Z0 8BK	GROUND
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
3	K20 18DG	GENERATOR FIELD DRIVER

RIGHT SIDE
MARKER LAMP**C152**

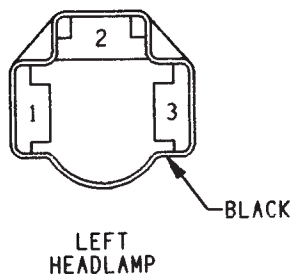
CAV	CIRCUIT	FUNCTION
1	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
2	L60 18TN	RIGHT TURN SIGNAL

FOG LAMP
RELAY**C153**

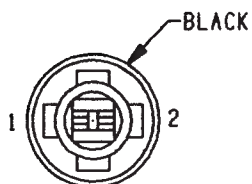
CAV	CIRCUIT	FUNCTION
1	F39 14PK/LG	FUSED B (+)
2	Z1 18BK	GROUND
3	—	—
4	117 14LG/BK	FOG LAMP SWITCH OUTPUT
5	L35 18BR/WT	PARK LAMP RELAY CONTROL
6	—	—
7	—	—
8	—	—
9	—	—

LEFT PARK AND
TURN SIGNAL LAMP**C154**

CAV	CIRCUIT	FUNCTION
1	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
2	L61 18LG	LEFT TURN SIGNAL
3	Z1 18BK	GROUND

LEFT
HEADLAMP**C155**

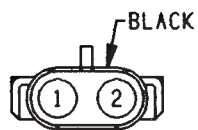
CAV	CIRCUIT	FUNCTION
1	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
1	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
2	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
2	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
3	Z1 18BK	GROUND



LEFT SIDE
MARKER LAMP

C156

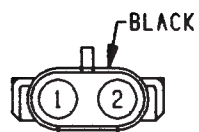
CAV	CIRCUIT	FUNCTION
1	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
2	L61 18LG	LEFT TURN SIGNAL



LEFT
FOG LAMP

C157

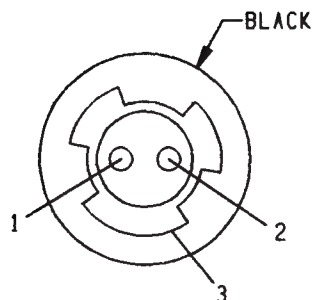
CAV	CIRCUIT	FUNCTION
1	117 14LG/BK	FOG LAMP RELAY OUTPUT
2	Z1 16BK	GROUND



RIGHT
FOG LAMP

C158

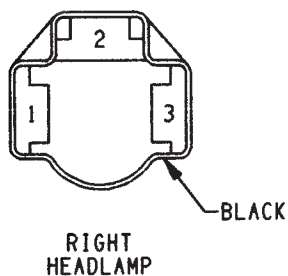
CAV	CIRCUIT	FUNCTION
1	117 14LG/BK	FOG LAMP RELAY OUTPUT
2	Z1 16BK	GROUND



RIGHT PARK AND
TURN SIGNAL LAMP

C159

CAV	CIRCUIT	FUNCTION
1	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
2	L60 18TN	RIGHT TURN SIGNAL
3	Z1 18BK	GROUND

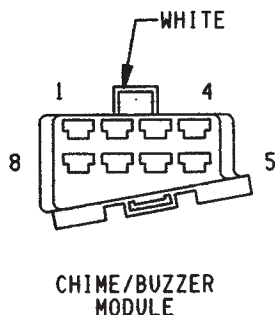


C160

CAV	CIRCUIT	FUNCTION
1	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
2	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
3	Z1 18BK	GROUND

C201

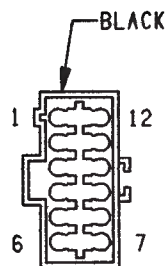
**FUSE BLOCK
(8W-10-2)**



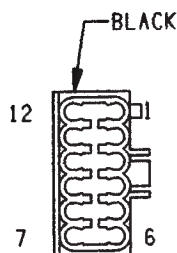
C202

CAV	CIRCUIT	FUNCTION
1	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
1	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
2	G11 20WT/OR	PARK BRAKE SWITCH SENSE
3	Z1 14BK	GROUND
3	Z1 18BK	GROUND
4	G10 18LG/RD	SEAT BELT SWITCH SENSE
5	—	—
6	M11 20PK/LB	COURTESY LAMP SWITCH OUTPUT
7	L7 18BK/YL	FUSED B(+)
8	—	—

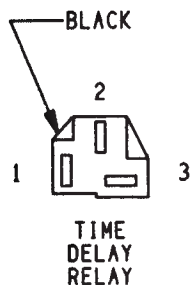
C203



CAV	CIRCUIT
1	L60 18TN
2	L90 18DB/RD
3	L10 18BR/LG
4	M2 18YL
4	M2 18YL
5	L35 18BR/WT
6	L50 18WT/TN
7	G9 20GY/BK
8	P38 200R/WT
9	A241 14DG/TN
10	G4 20DB
11	Z1 14BK
12	E2 200R

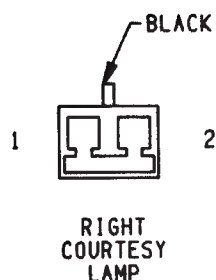


CAV	CIRCUIT	
1	L60 18WT/BL	W/ABS
1	L60 18TN	W/O ABS
2	L90 18DB/RD	
2	L90 18DB/RD	W/O ABS
3	L10 18BR/LG	
4	M2 20YL	
5	L35 16BR/WT	
6	L50 18WT/TN	
7	G9 18GY/BK	
8	P38 180G/TN	
9	A241 14DG/TN	
10	G4 20DB	
11	Z1 14BK	
12	E2 200R/BK	



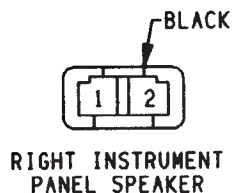
C204

CAV	CIRCUIT	FUNCTION
1	M2 20YL	PANEL LAMPS DRIVER
2	M50 20YL/RD	KEY-IN LAMP DRIVER
3	M1 20PK	FUSED B(+)



C205

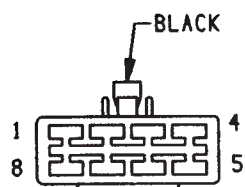
CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	M2 20YL	COURTESY LAMP DRIVER



C206

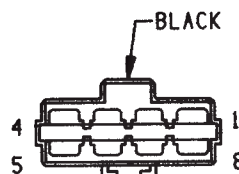
CAV	CIRCUIT	FUNCTION
1	X54 20VT	RIGHT FRONT SPEAKER (+)
1	X54 18VT	RIGHT FRONT SPEAKER (+)
2	X56 20DB/RD	RIGHT FRONT SPEAKER (-)
2	X56 18DB/RD	RIGHT FRONT SPEAKER (-)

C207

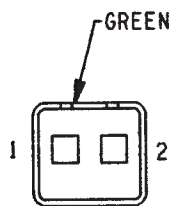


CAV	CIRCUIT
1	P36 20PK/VT
2	P35 200R/VT
3	P34 18PK/BK
4	P2 18BK/WT
5	F81 12TN
6	P60 20BR/WT
7	Z1 14BK
7	Z1 20BK
8	—

W/O ABS

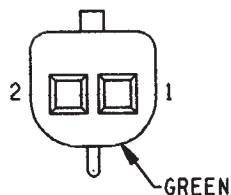


CAV	CIRCUIT
1	P36 20PK/VT
1	P36 20PK/VT
2	P35 200R/VT
2	P35 200R/VT
3	P34 18PK/BK
3	P34 18PK/BK
4	P2 18BK/WT
4	P2 18BK/WT
5	F81 12TN
6	P60 20BR/WT
7	Z1 14BK
8	—

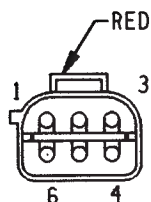


CAV	CIRCUIT
1	X56 20DB/RD
2	X54 20VT

C208

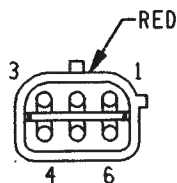


CAV	CIRCUIT
1	X56 20DB/RD
2	X54 20VT

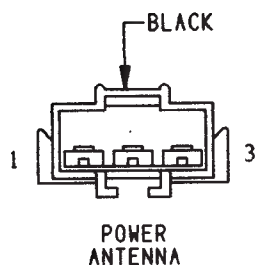


CAV	CIRCUIT
1	—
2	F87 20WT/BK
3	—
4	Z1 20BK
5	M1 20PK
6	M2 20YL

C209

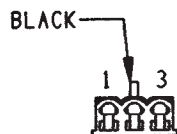


CAV	CIRCUIT
1	—
2	—
3	—
4	Z1 20BK
5	M1 20PK
6	M2 20YL



C210

CAV	CIRCUIT	FUNCTION
1	X14 18WT/GY	POWER ANTENNA DOWN
2	X13 18BK/RD	POWER ANTENNA UP
3	X17 18GY/BK	GROUND

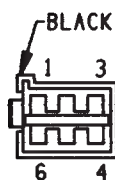


CAV	CIRCUIT
1	Z1 20BK
2	G26 20LB
2	G26 20LB
3	M2 20YL

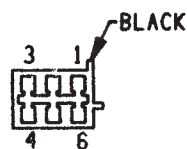
C211



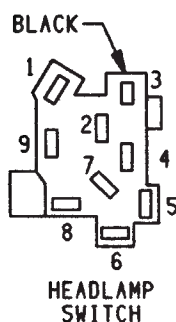
CAV	CIRCUIT
1	Z1 20BK
2	G26 20LB
3	M2 20YL

C212

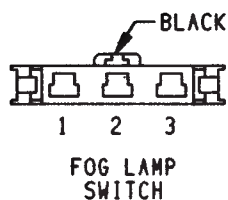
CAV	CIRCUIT
1	G32 20BK/LB
2	L90 18DB/RD
2	L90 18DB/RD
3	E2 200R/BK
4	G31 20VT/LG
5	Z2 18BK/OR
6	—



CAV	CIRCUIT
1	G32 20VT/LG
2	L90 20DB/RD
3	E2 200R/BK
4	G31 20BK/LB
5	Z2 20BK/LG
6	—

C213

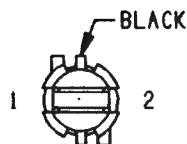
CAV	CIRCUIT	FUNCTION
1	E2 200R/BK	FUSED PANEL LAMPS DIMMER SW SIGNAL
1	E2 200R/BK	FUSED PANEL LAMPS DIMMER SW SIGNAL
2	F34 12TN/BK	FUSED B(+)
3	M2 20YL	COURTESY LAMP DRIVER
4	L7 18BK/YL	FUSED B(+)
4	L7 18BK/YL	FUSED B(+)
5	G26 20LB	KEY-IN IGNITION SWITCH SENSE
6	M11 20PK/LB	COURTESY LAMP SWITCH OUTPUT
6	M11 20PK/LB	COURTESY LAMP SWITCH OUTPUT
7	—	—
8	A3 12RD/WT	FUSED B(+)
9	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
9	L90 18DB/RD	PARK LAMP SWITCH OUTPUT

C214

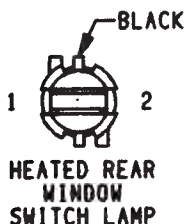
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
1	Z1 20BK	GROUND
2	F34 12TN/BK	FUSED B(+)
3	L35 16BR/WT	FOG LAMP SWITCH CONTROL

W/ABS

CAV	CIRCUIT	FUNCTION
1	L39 16LB	FOG LAMP SWITCH OUTPUT
2	L35 16BR/WT	FOG LAMP SWITCH CONTROL
3	Z1 20BK	GROUND
3	Z1 20BK	GROUND

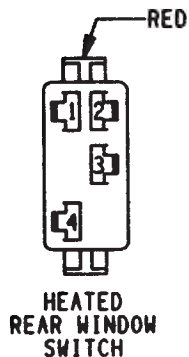
W/O
ABS**C215**

CAV	CIRCUIT	FUNCTION
1	E2 200R/BK	PANEL LAMPS DRIVER
2	Z1 20BK	GROUND



C216

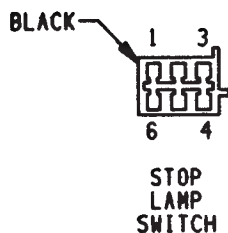
CAV	CIRCUIT	FUNCTION
1	E2 200R/BK	PANEL LAMPS DRIVER
2	Z1 20BK	GROUND



C217

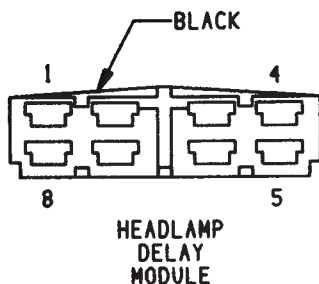
CAV	CIRCUIT	FUNCTION
1	—	—
2	Z1 20BK	GROUND
2	Z1 20BK	GROUND
3	C80 18DB/WT	HEATED REAR WINDOW RELAY CONTROL
4	C15 12BK/WT	HEATED REAR WINDOW RELAY OUTPUT

C218



CAV	CIRCUIT	FUNCTION
1	V32 20YL/RD	VEH SPEED CONTROL ON/OFF SW SENSE
2	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
3	K29 18WT/PK	BRAKE SWITCH SENSE
4	Z1 18BK	GROUND
5	L9 16PK/BK	FUSED B(+)
6	V30 20DB/RD	VEH SPEED CONTROL BRAKE SW OUTPUT

C219

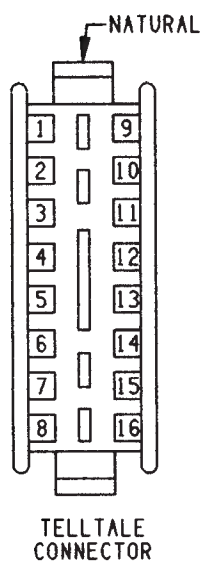


CAV	CIRCUIT	FUNCTION
1	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
1	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
2	F34 12TN/BK	HEADLAMP SWITCH OUTPUT
3	Z1 18BK	GROUND
3	Z1 18BK	GROUND (W/O ABS)
4	X4 16GY/OR	FUSED B(+)
4	X4 16GY/OR	FUSED B(+)
5	—	—
6	—	—
7	—	—
8	—	—

WITH ABS

CAV	CIRCUIT	FUNCTION
1	G107 20BK/RD	4WD SWITCH OUTPUT
2	—	—
3	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
3	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
4	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
4	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
5	G106 20BK/YL	4WD INDICATOR LAMP
6	G9 18GY/BK	BRAKE WARNING LAMP DRIVER
7	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
7	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
8	124 20VT/YL	FOG LAMPS SWITCH OUTPUT
9	B205 18YL	ABS LAMP DRIVER
10	125 20TN/OR	MALFUNCTION INDICATOR LAMP DRIVER
11	—	—
12	Z1 20BK	GROUND
12	Z1 20BK	GROUND
13	L68 18DG	HAZARD WARNING INDICATOR LAMP
14	G29 20BK/TN	WASHER FLUID SWITCH SENSE
15	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
15	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
16	G11 20WT/OR	SEAT BELT WARNING LAMP DRIVER

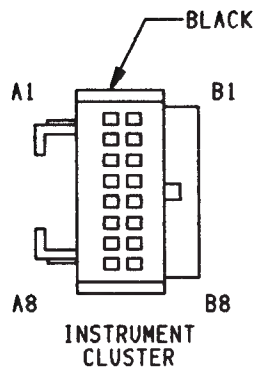
C220



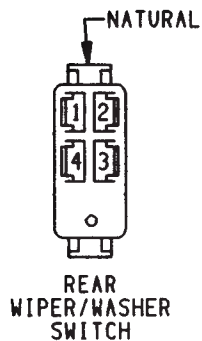
WITHOUT ABS

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
1	Z1 20BK	GROUND
2	G11 20WT/OR	SEAT BELT WARNING LAMP DRIVER
3	—	—
4	—	—
5	G107 20BK/RD	4WD SWITCH OUTPUT
6	G106 20BK/YL	4WD INDICATOR LAMP
7	—	—
8	—	—
9	G9 18GY/BK	BRAKE WARNING LAMP DRIVER
10	—	—
11	B205 18YL	ABS LAMP DRIVER
10	—	—
11	—	—
12	—	—
13	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
13	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
14	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
14	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
15	G3 20BK/PK	MALFUNCTION INDICATOR LAMP DRIVER
16	G29 20BK/TN	WASHER FLUID SWITCH SENSE

C221

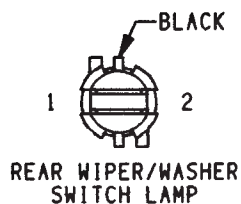


CAV	CIRCUIT	FUNCTION
A1	G20 18VT/YL	ECT GAUGE SENSOR SIGNAL
A2	L61 18LG/YL	LEFT TURN SIGNAL (W/ABS)
A2	L61 18LG	LEFT TURN SIGNAL (W/O ABS)
A3	Z1 20BK	GROUND
A4	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
A5	G21 20GY/LB	TACHOMETER SIGNAL
A6	E2 200R/BK	PANEL LAMPS DRIVER
A7	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
A8	—	—
B1	G4 20DB	FUEL LEVEL SENSOR SIGNAL
B2	Z2 18BK/OR	GROUND
B3	—	—
B4	—	—
B5	—	—
B6	G7 18WT/OR	VEHICLE SPEED SENSOR SIGNAL
B7	L60 18WT/BL	RIGHT TURN SIGNAL (W/ABS)
B7	L60 18TN	RIGHT TURN SIGNAL (W/O ABS)
B8	G6 20GY/YL	ENGINE OIL PRESSURE SWITCH SENSE



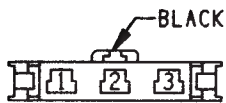
C222

CAV	CIRCUIT	FUNCTION
1	V20 18BK/WT	REAR WASHER PUMP MOTOR CONTROL
2	V13 18BR/LG	REAR WASHER RUN
3	F20 18WT	FUSED IGNITION SWITCH OUTPUT
4	V15 18LB/RD	WINDSHIELD WASHER RELAY CONTROL



C223

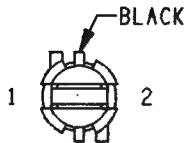
CAV	CIRCUIT	FUNCTION
1	E2 200R/BK	PANEL LAMPS DRIVER
2	Z1 20BK	GROUND



TRANS
COMFORT
SWITCH

C224

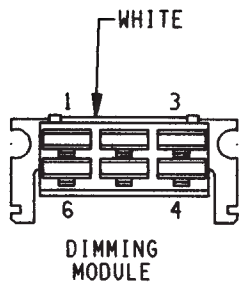
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	T17 20YL	FUSED IGNITION SWITCH OUTPUT
3	T177 20TN	TRANS SWITCH POWER MODE



TRANS
COMFORT
SWITCH
LAMP

C225

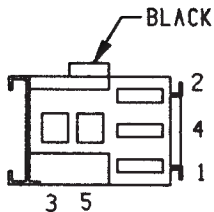
CAV	CIRCUIT	FUNCTION
1	E2 200R/BK	PANEL LAMPS DRIVER
2	Z1 20BK	GROUND



DIMMING
MODULE

C228

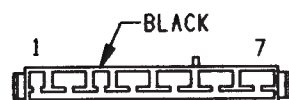
CAV	CIRCUIT	FUNCTION
1	A38 120R	IGNITION SWITCH OUTPUT (RUN)
2	—	—
3	Z1 20BK	GROUND
4	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
5	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
6	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT



HAZARD
FLASHER
RELAY

C229

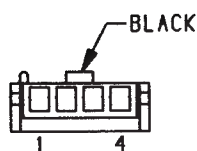
CAV	CIRCUIT	FUNCTION
1	L68 18DG	HAZARD WARNING INDICATOR LAMP
2	L9 16BK/WT	FUSED B(+)
3	L9 16BK/WT	FUSED B(+)
3	L9 16BK/WT	FUSED B(+)
4	—	—
5	L12 18VT/TN	HAZARD FLASHER SELECT SIGNAL



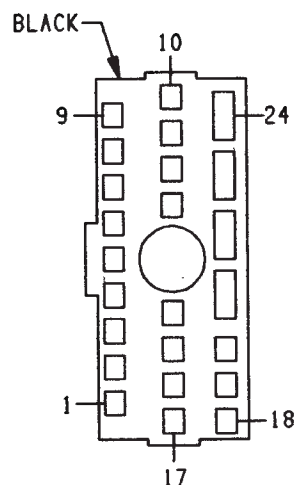
IGNITION SWITCH

C230

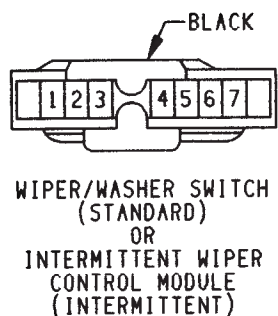
CAV	CIRCUIT	FUNCTION
1	A41 14YL/WT	IGNITION SWITCH OUTPUT (START)
2	A21 12YL	IGNITION SWITCH OUTPUT (RUN/START)
3	G9 20GY/BK	BRAKE WARNING LAMP DRIVER
3	G20 20VT/OR	ECT GAUGE SENSOR SIGNAL
4	A1 12RD	FUSED B(+)
5	A38 12OR	IGNITION SWITCH OUTPUT (RUN)
6	A48 12VT	IGNITION SWITCH OUTPUT (RUN/ACC)
7	A1 12RD	FUSED B(+)

IGNITION
KEY-IN
WARNING
SWITCH**C231**

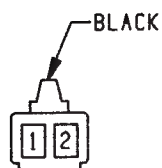
CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	M50 20YL/RD	KEY-IN LAMP DRIVER
3	G26 20LB	KEY-IN IGNITION SWITCH SENSE
4	M11 20PK/LB	COURTESY LAMP SWITCH OUTPUT

C232MULTI-FUNCTION
SWITCH

CAV	CIRCUIT	FUNCTION
1	—	—
2	—	—
3	V6 18BB	FUSED IGNITION SWITCH OUTPUT
4	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
5	V4 16RD/YL	WIPER SWITCH HIGH SPEED OUTPUT
6	F86 16LG/BK	FUSED IGNITION SWITCH OUTPUT
7	V11 18BK/TN	LOW WASHER FLUID SENSE
8	V51 18WT	INTERMITTENT WIPER DELAY
9	V50 18LG	WIPER SWITCH DELAY OUTPUT
10	—	—
11	L60 18WT/BL	RIGHT TURN SIGNAL (W/ABS)
11	L60 18TN	RIGHT TURN SIGNAL (W/O ABS)
12	L60 18WT/BL	RIGHT TURN SIGNAL (W/ABS)
12	L60 18TN	RIGHT TURN SIGNAL (W/O ABS)
13	L12 18VT/TN	HAZARD FLASHER OUTPUT
14	—	—
15	L61 18LG/YL	LEFT TURN SIGNAL (W/ABS)
15	L61 18LG	LEFT TURN SIGNAL (W/O ABS)
16	L61 18LG/YL	LEFT TURN SIGNAL (W/ABS)
16	L61 18LG	LEFT TURN SIGNAL (W/O ABS)
17	L5 18BK/WT	COMBINATION FLASHER OUTPUT (TURN SIGNALS)
18	—	—
19	—	—
20	—	—
21	L11 16PK/LG	COMBINATION FLASHER OUTPUT (HAZARD)
22	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
22	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
23	F39 12PK/LG	FUSED B(+)
24	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
24	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT

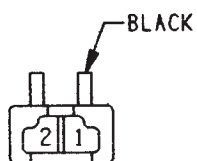
C233

CAV	CIRCUIT	FUNCTION
1	—	—
2	V10 18BR	WINDSHIELD WASHER SWITCH OUTPUT
3	V4 18RD/YL	WIPER SWITCH HIGH SPEED OUTPUT
4	F86 18LG/BK	FUSED IGNITION SWITCH OUTPUT
4	F86 18LG/BK	FUSED IGNITION SWITCH OUTPUT
5	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
6	V55 18TN/RD	WIPER PARK SWITCH SENSE
7	Z1 18BK	GROUND
7	Z1 18BK	GROUND (W/O ABS)

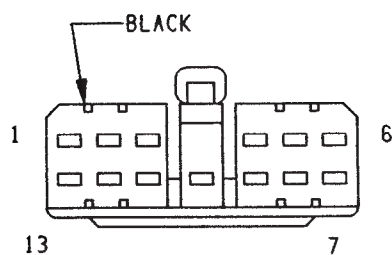
C234

CAV	CIRCUIT
1	Z1 20BK
1	Z1 20BK
2	E2 200R/BK

W/O ABS

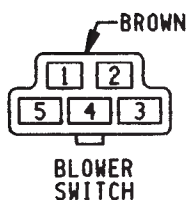


CAV	CIRCUIT
1	Z1 20BK
2	E2 200R/BK

C235

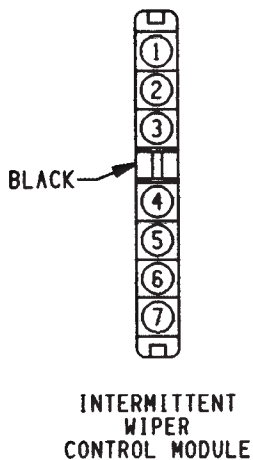
CAV	CIRCUIT	FUNCTION
1	X57 20BR/LB	LEFT REAR SPEAKER (-)
2	X55 18BR/RD	LEFT FRONT SPEAKER (-)
3	X5 18LB/RD	RADIO DISPLAY OUTPUT
4	E2 180R/BK	PANEL LAMPS DRIVER
5	X56 18DB/RD	RIGHT FRONT SPEAKER (-)
6	X58 20DB/OR	RIGHT REAR SPEAKER (-)
7	X52 20DB/WT	RIGHT REAR SPEAKER (+)
8	X54 18VT	RIGHT FRONT SPEAKER (+)
9	F85 18VT/WT	FUSED IGNITION SWITCH OUTPUT
10	M1 18PK	FUSED B(+)
11	X60 18DG/RD	RADIO 12-VOLT OUTPUT
12	X53 18DG	LEFT FRONT SPEAKER (+)
13	X51 20BR/YL	LEFT REAR SPEAKER (+)

C236



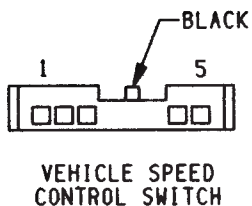
CAV	CIRCUIT	FUNCTION
1	C4 12TN	LOW MOTOR BLOWER DRIVER
2	C1 12DG	FUSED IGNITION SWITCH OUTPUT
3	—	—
4	C6 12LB	M2 BLOWER MOTOR DRIVER
5	C43 12YL/BR	FUSED/IGNITION SWITCH OUTPUT(ACC/RUN)

C237



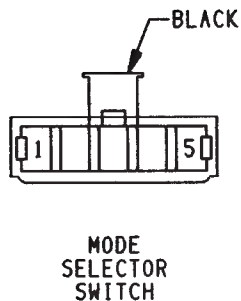
CAV	CIRCUIT	FUNCTION
1	V51 18WT	INTERMITTENT WIPER DELAY
2	V11 18BK/TN	LOW WASHER FLUID SENSE
3	V4 16RD/YL	WIPER SWITCH HIGH SPEED OUTPUT
4	F86 16LG/BK	FUSED IGNITION SWITCH OUTPUT
5	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
6	V6 18DB	FUSED IGNITION SWITCH OUTPUT
7	V50 18LG	WIPER SWITCH DELAY OUTPUT

C238



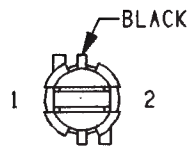
CAV	CIRCUIT	FUNCTION
1	X3 20BK/RD	HORN RELAY CONTROL
2	V33 20WT/LG	VEH SPEED CNTRL RESUME SW SENSE
3	V34 20WT/RD	VEH SPEED CONTROL SWITCH FEED
4	V31 20BR/RD	VEH SPEED CONTROL COAST/SET SW SENSE
5	V32 20YL/RD	VEH SPEED CONTROL ON/OFF SW SENSE

C239



CAV	CIRCUIT	FUNCTION
1	C43 12YL/BR	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)
2	C7 12BK/TN	HIGH BLOWER MOTOR DRIVER
3	—	—
4	C7 12BK/TN	HIGH BLOWER MOTOR DRIVER
5	C90 16LG/WT	A/C PRESSURE SWITCH OUTPUT

C240

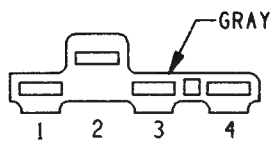


HEATER-A/C
PANEL LAMP

CAV	CIRCUIT	FUNCTION
1	E2 200R/BK	PANEL LAMPS DRIVER
2	Z1 16BK	GROUND

C241
RELAY CENTER
(8W-11-15)

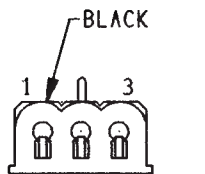
C242



BLOWER
RESISTOR

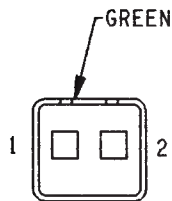
CAV	CIRCUIT	FUNCTION
1	C6 12LB	M2 BLOWER MOTOR DRIVER
2	C1 12DG	FUSED IGNITION SWITCH OUTPUT
2	C1 12DG	FUSED IGNITION SWITCH OUTPUT
3	C4 12TN	LOW BLOWER MOTOR OUTPUT
4	C43 12YL/BR	FUSED IGNITION SWITCH OUTPUT (ACC/RUN)

C243

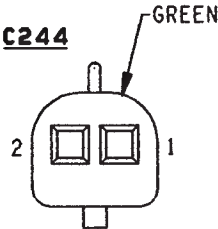


A/C
CYCLING SWITCH

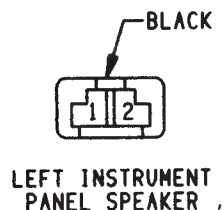
CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	C21 16LB	A/C SWITCH SENSE
3	C91 16DB/OR	A/C SWITCH SENSE



CAV	CIRCUIT
1	X53 20DG
2	X55 20BR/RD



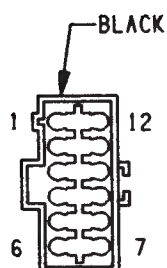
CAV	CIRCUIT
1	X53 20DG
2	X55 20BR/RD

C245

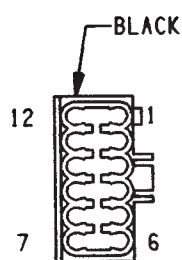
CAV	CIRCUIT	FUNCTION
1	X53 20D6	LEFT FRONT SPEAKER (+)
1	X53 18D6	LEFT FRONT SPEAKER (+)
2	X55 20BR/RD	LEFT FRONT SPEAKER (-)
2	X55 18BR/RD	LEFT FRONT SPEAKER (-)

C246

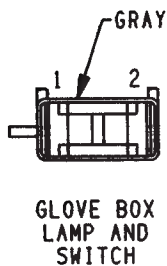
CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B (+)
2	M2 20YL	COURTESY LAMP DRIVER

C247

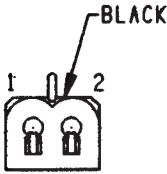
CAV	CIRCUIT
1	X51 20BR/YL
2	X52 20DB/WT
3	X57 20BR/LB
4	X58 20DB/OR
5	A11 12BK/GY
6	L61 18LG
7	M1 18PK
8	C15 14BK/WT
9	F20 18WT
10	V13 18BR/LG
11	V20 18BK/WT
12	G10 20LG/RD



CAV	CIRCUIT
1	X51 20BR/YL
2	X52 20DB/WT
3	X57 20BR/LB
4	X58 20DB/OR
5	A11 12RD
6	L61 18LG/YL
7	M1 20PK
8	C15 12BK/WT
9	F20 18WT
10	V13 18BR/LG
11	V20 18BK/WT
12	G10 18LG/RD

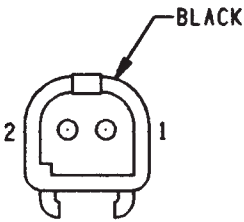
C248

CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B (+)
2	Z1 18BK	GROUND

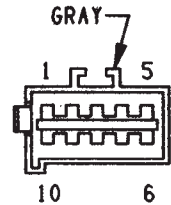
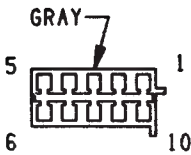


C249

CAV	CIRCUIT
1	Z1 20BK
2	M2 20YL

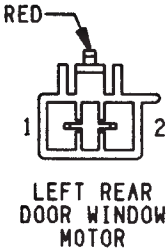


CAV	CIRCUIT
1	Z1 20BK
2	M2 20YL



CAV	CIRCUIT
1	P2 18BK/WT
1	P2 18BK/WT
2	Q17 14RD/BK
3	Q17 14DB/WT
4	—
5	P38 200R/WT
6	P34 18PK/BK
6	P34 18PK/BK
7	Z1 14BK
8	Q1 14YL
9	—
10	C15 16BK/WT

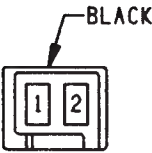
CAV	CIRCUIT	
1	P2 18BK/WT	2 DR
1	P2 18BK/WT	4 DR
2	Q27 14RD/BK	4 DR
3	Q17 14DB/WT	
4	—	
5	P38 200R/WT	
6	P34 18PK/BK	2 DR
6	P34 18PK/BK	
7	Z1 14BK	4 DR
8	Q1 14YL	
9	—	
10	C15 14BK/WT	



LEFT REAR
DOOR WINDOW
MOTOR

C302

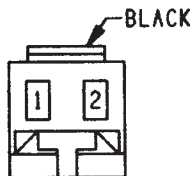
CAV	CIRCUIT	FUNCTION
1	Q12 14BR	LT RR P/W UP/DOWN CONTROL
2	Q22 14VT	LT RR P/W UP/DOWN CONTROL



LEFT REAR
DOOR JAMB
SWITCH

C303

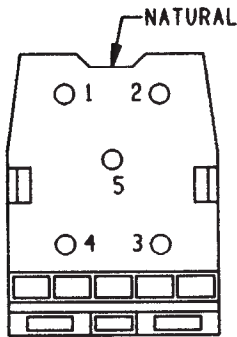
CAV	CIRCUIT	FUNCTION
1	M2 20YL	COURTESY LAMPS DRIVER
1	M2 18YL	COURTESY LAMPS DRIVER
2	Z1 20BK	GROUND



LEFT REAR
DOOR LOCK
MOTOR

C304

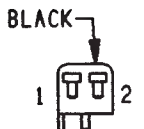
CAV	CIRCUIT	FUNCTION
1	P2 18BK/WT	DOOR LOCK RELAY OUTPUT
2	P34 18PK/BK	DOOR UNLOCK DRIVER



LEFT REAR
DOOR WINDOW
SWITCH

C305

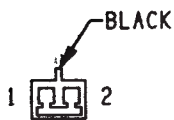
CAV	CIRCUIT	FUNCTION
1	Q12 14BR	LT RR P/W UP/DOWN CONTROL
2	Q27 14RD/BK	LT RR P/W UP/DOWN CONTROL
3	Q22 14VT	LT RR P/W UP/DOWN CONTROL
4	Q17 14DB/WT	LT RR P/W UP/DOWN CONTROL
5	Q1 14YL	POWER WINDOW MASTER SWITCH OUTPUT



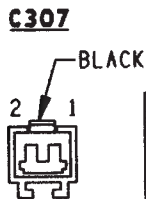
SEAT BELT
SWITCH

C306

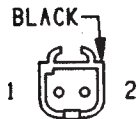
CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	G10 20LG/RD	SEAT BELT SWITCH SENSE



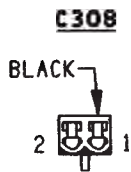
CAV	CIRCUIT
1	E2 200R
2	Z1 20BK



CAV	CIRCUIT
1	E2 200R
1	E2 200R
2	Z1 20BK
2	Z1 20BK

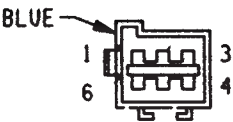


CAV	CIRCUIT
1	Z1 14BK
2	A11 12BK/GY

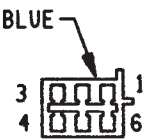


CAV	CIRCUIT
1	Z1 14BK
2	A11 12BK/GY

C309

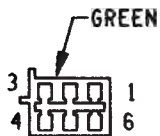


CAV	CIRCUIT
1	L60 18TN
2	Z1 18BK
3	L35 18BR/WT
4	L10 20BR/LG
5	L90 18DB/RD
5	L90 18DB/RD
6	L50 18WT/TN

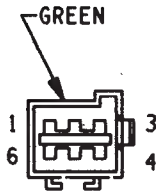


CAV	CIRCUIT
1	L60 18TN
1	L60 18TN
2	Z1 18BK
3	L35 18BR/WT
3	L35 18BR/WT
4	L10 18BR/LG
4	L10 18BR/LG
5	L90 18DB/RD
5	L90 18DB/RD
6	L50 18WT/TN
6	L50 18WT/TN

C310

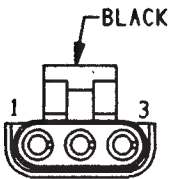


CAV	CIRCUIT
1	M2 18YL
2	E2 200R
3	G4 20DB
4	G9 20GY/BK
5	P38 200R/WT
6	A241 14DG/TN

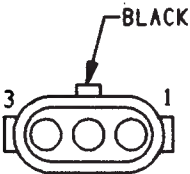


CAV	CIRCUIT
1	M2 18YL
2	E2 200R
3	G4 20DB
4	G9 20GY/BK
5	P38 200R/WT
6	A241 14DG/TN

C311

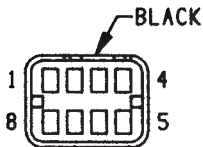


CAV	CIRCUIT
1	Z1 14BK
2	G4 20DB
3	A241 14DG/TN

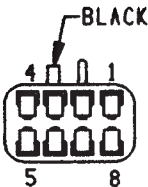


CAV	CIRCUIT
1	99 18BK
2	57 16VT
2	F9 140R

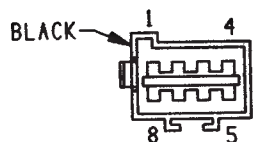
C312



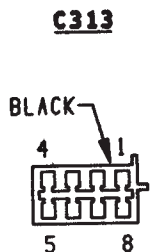
CAV	CIRCUIT
1	P2 18BK/WT
2	P34 18PK/BK
3	M4 20VT/YL
4	L50 18WT/TN
5	V13 18BR/LG
6	F20 18WT
7	V20 18BK/WT
8	L90 18DB/RD



CAV	CIRCUIT
1	P2 18BK/WT
2	P34 18PK/BK
3	M4 20VT/YL
4	L50 18WT/TN
5	V13 18BR/RD
6	F20 18WT
7	V20 18BK/YL
8	L90 20DB/RD



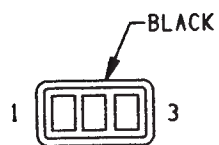
CAV	CIRCUIT
1	L10 18BR/LG
2	L61 18LG
3	Z1 16BK
4	L36 18LG/BK
5	L90 18DB/RD
6	L50 18WT/TN
6	L50 18WT/TN
7	A11 14RD
8	L60 18TN



CAV	CIRCUIT
1	L10 20BR/LG
2	L61 18LG
3	Z1 18BK
4	L35 18BR/WT
5	L90 18DB/RD
6	L50 18WT/TN
6	L50 18WT/TN
7	A11 14BK/GY
8	L60 18TN

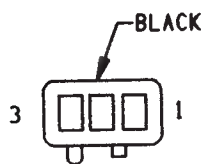
(TRAILER TOW HARNESS ONLY)

CAV	CIRCUIT
1	L10 18BR/LG
1	L10 18BR/LG
2	L61 18LG
2	L61 18LG
3	Z1 20BK
4	L36 18LG/BK
5	L90 18DB/RD
5	L90 18DB/RD
6	L50 18WT/TN
7	—
8	—

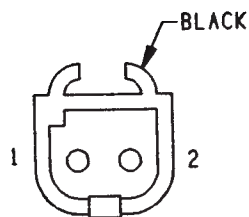


C314

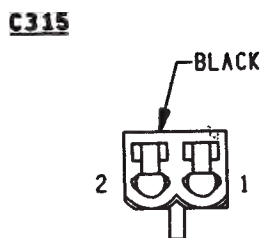
CAV	CIRCUIT
1	M1 18PK
2	M2 18YL
3	M4 20VT/YL



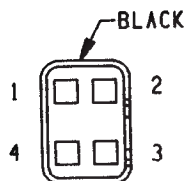
CAV	CIRCUIT
1	M1 20PK
2	M2 20YL
3	G71 20VT/YL



CAV	CIRCUIT
1	Z1 12BK
2	C15 14BK/WT

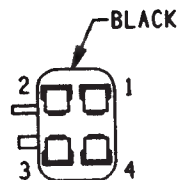


CAV	CIRCUIT
1	Z1 14BK
2	C15 14BK/RD



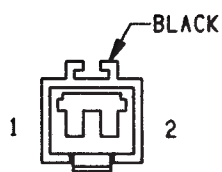
C316

CAV	CIRCUIT
1	X58 20DB/OR
2	X52 20DB/WT
3	X57 20BR/LB
4	X51 20BR/YL

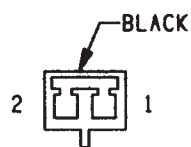


CAV	CIRCUIT
1	X58 20DB/OR
2	X52 20DB/WT
3	X57 20BR/LB
4	X51 20BR/YL

C317

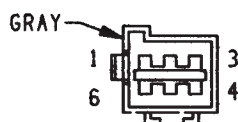


CAV	CIRCUIT
1	96 14DB
2	—

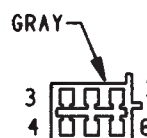


CAV	CIRCUIT
1	96 14LB
2	—

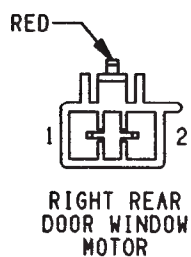
C318



CAV	CIRCUIT
1	—
2	P34 18PK/BK
3	P2 18BK/WT
4	Q18 14GY/BK
5	Q28 14DG/WT
6	Q1 14YL



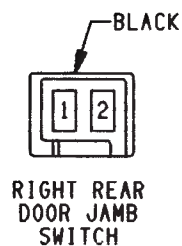
CAV	CIRCUIT
1	—
2	P34 18PK/BK
3	P2 18BK/WT
4	Q18 14GY/BK
5	Q28 14DG/WT
6	Q1 14YL



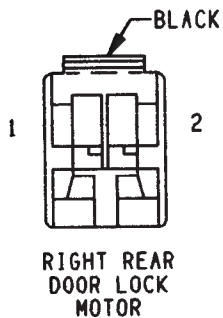
C319

CAV	CIRCUIT	FUNCTION
1	Q12 14BR	RT RR P/W UP/DOWN CONTROL
2	Q22 14VT	RT RR P/W UP/DOWN CONTROL

C320

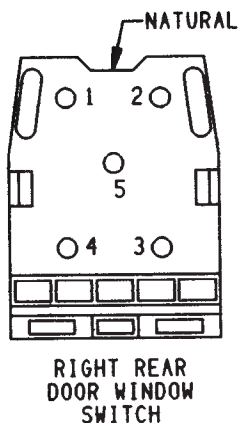


CAV	CIRCUIT	FUNCTION
1	M2 18YL	COURTESY LAMPS DRIVER
2	Z1 18BK	GROUND



C321

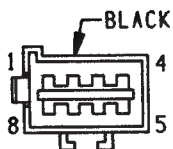
CAV	CIRCUIT	FUNCTION
1	P2 18BK/WT	DOOR LOCK RELAY OUTPUT
2	P34 18PK/BK	DOOR UNLOCK DRIVER



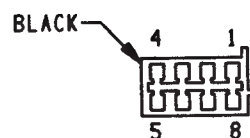
C322

CAV	CIRCUIT	FUNCTION
1	Q12 14BR	RT RR P/W UP/DOWN CONTROL
2	Q28 14DG/WT	RT RR P/W UP/DOWN CONTROL
3	Q22 14VT	RT RR P/W UP/DOWN CONTROL
4	Q18 14GY/BK	RT RR P/W UP/DOWN CONTROL
5	Q1 14YL	POWER WINDOW MASTER SWITCH OUTPUT

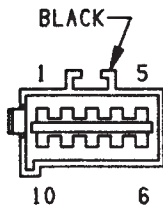
C323



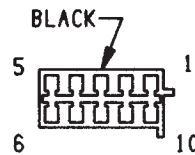
CAV	CIRCUIT
1	L10 18BR/LG
2	L60 18TN
3	Z1 18BK
4	—
5	L90 18DB/RD
6	L50 18WT/TN
7	—
8	—



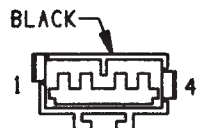
CAV	CIRCUIT
1	L10 18BR/LG
2	L60 18TN
3	Z1 18BK
4	L35 18BR/WT
5	L90 18DB/RD
6	L50 18WT/TN
7	—
8	—

C324

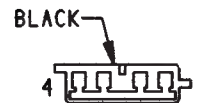
CAV	CIRCUIT
1	P34 18PK/BK
2	P2 18BK/WT
3	P36 20PK/VT
4	P35 20OR/VT
5	P38 20OR/WT
6	—
7	P80 20YL
8	P81 20DB
9	P79 20DB/LB
10	C15 16BK/WT



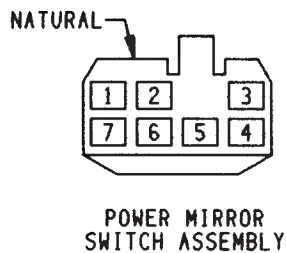
CAV	CIRCUIT
1	P34 18PK/BK
2	P2 18BK/WT
3	P36 14PK/VT
4	P35 14OR/VT
5	P38 14OR/WT
6	—
7	P78 20YL/LG
8	P77 20WT/BK
9	P79 20DB/LB
10	C15 16BK/WT

C325

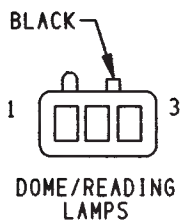
CAV	CIRCUIT
1	Q1 14YL
2	Q16 14BR/WT
3	Q26 14VT/WT
4	Z1 14BK



CAV	CIRCUIT
1	Q1 14YL
2	Q16 14BR/WT
3	Q26 14VT/WT
4	Z1 16BK

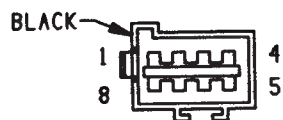
C326

CAV	CIRCUIT	FUNCTION
1	P60 20BR/WT	FUSED B(+)
2	Z1 14BK	GROUND
3	P79 20DB/LB	RETURN
4	P80 20YL	UP/DOWN MOTOR—LEFT
5	P81 20DB	RIGHT/LEFT MOTOR—LEFT
6	P77 20WT/BK	RIGHT/LEFT MOTOR—RIGHT
7	P78 20YL/LG	UP/DOWN MOTOR—RIGHT

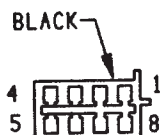
**C327**

CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B(+)
2	M2 20YL	COURTESY LAMP SWITCH OUTPUT
3	Z1 20BK	GROUND

C328

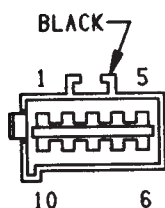


CAV	CIRCUIT
1	P2 18BK/WT
1	P2 18BK/WT
2	P35 200R/VT
2	P35 200R/VT
3	P77 20WT/BK
4	P79 20DB/LB
5	P34 18PK/BK
5	P34 18PK/BK
6	P36 20PK/VT
6	P36 20PK/VT
7	P78 20YL/LG
8	C15 16BK/WT

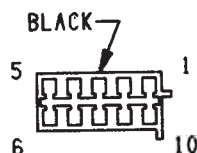


CAV	CIRCUIT
1	P2 18BK/WT
2	P35 140R/VT
3	P77 20WT/BK
4	P79 20DB/LB
5	P34 18PK/BK
6	P36 14PK/VT
7	P80 20YL
8	C15 16BK/RD

C329

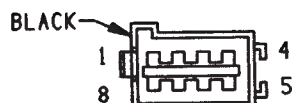


CAV	CIRCUIT
1	Q18 14GY/BK
2	Q1 14YL
3	F81 12TN
4	Q26 14VT/WT
5	Q16 14BR/WT
6	Q17 14DB/WT
7	Q28 14DG/WT
8	Q27 14RD/BK
9	P38 200R/WT
9	P38 200R/WT
10	Z1 14BK

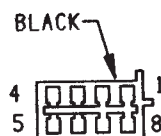


CAV	CIRCUIT
1	Q18 14GY/BK
2	Q1 14YL
3	F81 12TN
4	Q26 14VT/WT
5	Q16 14BR/WT
6	Q17 14DB/WT
7	Q28 14DG/WT
8	Q27 14RD/BK
9	P38 140R/WT
10	Z1 14BK

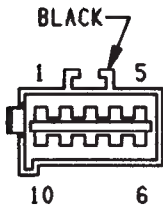
C330



CAV	CIRCUIT
1	P35 200R/VT
1	P35 200R/VT
2	—
3	P77 20WT/BK
4	P79 20DB/LB
5	P2 18BK/WT
6	P34 18PK/BK
7	—
8	P36 20PK/VT
8	P36 20PK/VT

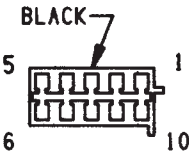


CAV	CIRCUIT
1	P35 140R/VT
2	—
3	P77 20WT/BK
4	P79 20DB/LB
5	P2 18BK/WT
6	P34 18PK/BK
7	—
8	P36 14PK/VT

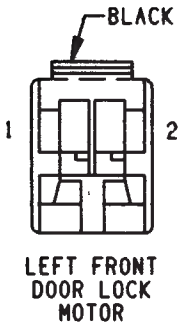


CAV	CIRCUIT
1	Q1 14YL
2	—
3	F81 12TN
4	Q26 14VT/WT
5	Q16 14BR/WT
6	P38 200R/WT
6	P38 200R/WT
7	Z1 14BK
8	P78 20YL/L6
9	—
10	C15 16BK/WT

C331



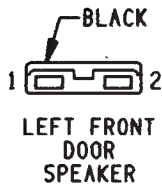
CAV	CIRCUIT
1	Q1 14YL
2	—
3	F81 12TN
4	Q26 14VT/WT
5	Q16 14BR/WT
6	P38 140R/WT
7	Z1 14BK
8	P80 20YL
9	—
10	C15 16BK/WT



LEFT FRONT
DOOR LOCK
MOTOR

C332

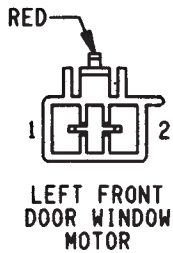
CAV	CIRCUIT	FUNCTION
1	P2 18BK/WT	DOOR LOCK RELAY OUTPUT
2	P34 18PK/BK	DOOR UNLOCK DRIVER



LEFT FRONT
DOOR
SPEAKER

C333

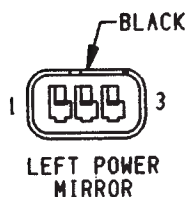
CAV	CIRCUIT	FUNCTION
1	X53 20DG	LEFT FRONT SPEAKER (+)
2	X55 20BR/RD	LEFT FRONT SPEAKER (-)



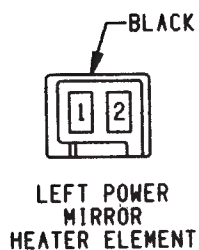
LEFT FRONT
DOOR WINDOW
MOTOR

C334

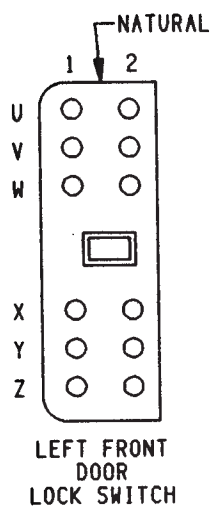
CAV	CIRCUIT	FUNCTION
1	Q11 14LB	LT FRONT P/W UP/DOWN CONTROL
2	Q21 14WT	LT FRONT P/W UP/DOWN CONTROL

**C335**

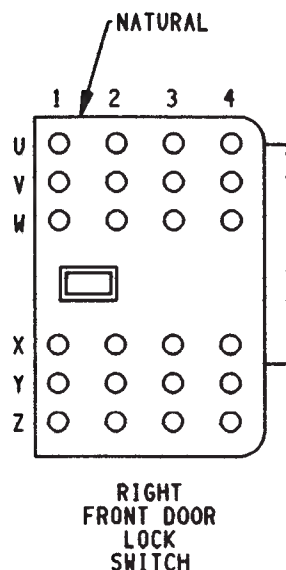
CAV	CIRCUIT	FUNCTION
1	P79 20DB/LB	GROUND
2	P77 20WT/BK	RIGHT/LEFT MOTOR—LEFT
3	P78 20YL/LG	UP/DOWN MOTOR—LEFT

**C336**

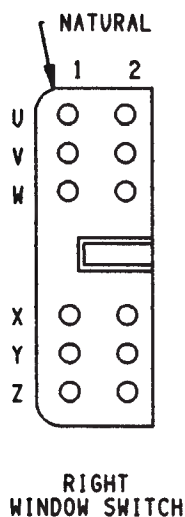
CAV	CIRCUIT	FUNCTION
1	C15 16BK/WT	HEATED REAR WINDOW RELAY OUTPUT
2	Z1 16BK	GROUND

**C337**

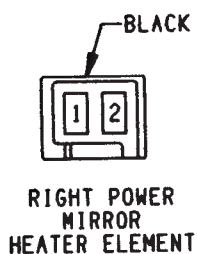
CAV	CIRCUIT	FUNCTION
U1	—	—
U2	Q16 14BR/WT	MASTER SWITCH—MOTOR UP
V1	Q21 14WT	LT FT P/W UP/DOWN CONTROL
V2	Q11 14LB	LT FT P/W UP/DOWN CONTROL
W1	Q26 14VT/WT	MASTER SWITCH—MOTOR DOWN
W2	Q1 14YL	MASTER SWITCH FEED
X1	P38 14OR/WT	DOOR LOCK RELAY CONTROL
X2	—	—
Y1	P36 14PK/VT	DOOR LOCK SWITCH OUTPUT (UNLOCK)
Y2	P35 14OR/VT	DOOR LOCK SWITCH OUTPUT (LOCK)
Z1	—	—
Z2	—	—

**C338**

CAV	CIRCUIT	FUNCTION
U1	—	—
U2	—	—
U3	—	—
U4	—	—
V1	Q1 14YL	MASTER SWITCH OUTPUT
V2	F81 12TN	FUSED IGNITION SWITCH OUTPUT
V3	Q26 14VT/WT	POWER WINDOW MASTER SWITCH-MOTOR UP (2-DOOR ONLY)
V3	Q28 14DG/WT	RIGHT REAR P/W UP/DOWN CONTROL (4-DOOR ONLY)
V4	Q16 14BR/WT	POWER WINDOW MASTER SWITCH-MOTOR DOWN (2-DOOR ONLY)
V4	Q18 14GY/BR	RIGHT REAR P/W UP/DOWN CONTROL (4-DOOR ONLY)
W1	—	—
W2	—	—
W3	Z1 14PK	GROUND
W4	—	—
X1	P38 14OR/WT	DOOR LOCK RELAY CONTROL
X2	—	—
X3	—	—
X4	—	—
Y1	P36 14PK/VT	DOOR LOCK SWITCH OUTPUT (UNLOCK)
Y2	P35 14OR/VT	DOOR LOCK SWITCH OUTPUT (LOCK)
Y3	Q22 14VT	RIGHT FRONT P/W UP/DOWN CONTROL
Y4	Q12 14BR	RIGHT FRONT P/W UP/DOWN CONTROL
Z1	—	—
Z2	—	—
Z3	—	—
Z4	—	—

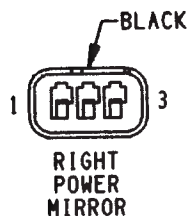
**C339**

CAV	CIRCUIT	FUNCTION
U1	—	—
U2	—	—
V1	Q27 14RD/BK	RIGHT REAR P/W UP/DOWN CONTROL
V2	Q17 14DB/WT	RIGHT REAR P/W UP/DOWN CONTROL
W1	—	—
W2	—	—
X1	—	—
X2	—	—
Y1	Q26 14VT/WT	POWER WINDOW MASTER SWITCH-MOTOR UP
Y2	Q16 14BR/WT	POWER WINDOW MASTER SWITCH-MOTOR DOWN
Z1	—	—
Z2	—	—



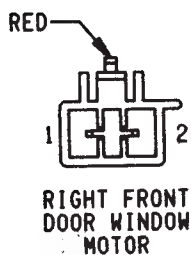
C340

CAV	CIRCUIT	FUNCTION
1	C15 16BK/RD	HEATED REAR WINDOW RELAY OUTPUT
2	Z1 16BK	GROUND



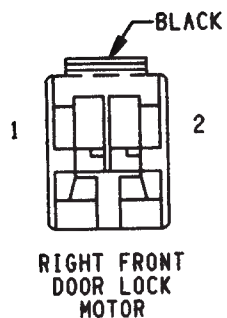
C341

CAV	CIRCUIT	FUNCTION
1	P80 20YL	UP/DOWN MOTOR-RIGHT
2	P77 20WT/BK	RIGHT/LEFT MOTOR-RIGHT
3	P79 20DB/LB	GROUND



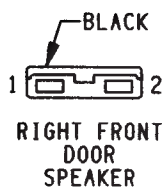
C342

CAV	CIRCUIT	FUNCTION
1	Q12 14BR	RT FT P/W UP/DOWN CONTROL
2	Q22 14VT	RT FT P/W UP/DOWN CONTROL

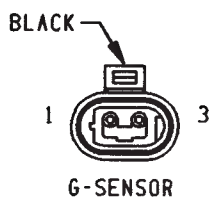


C343

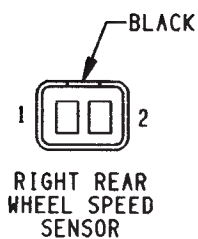
CAV	CIRCUIT	FUNCTION
1	P2 18BK/WT	DOOR LOCK RELAY OUTPUT
2	P34 18PK/BK	DOOR UNLOCK DRIVER

**C344**

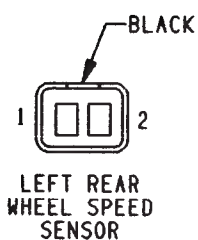
CAV	CIRCUIT	FUNCTION
1	X54 20VT	RIGHT FRONT SPEAKER (+)
2	X56 20DB/RD	RIGHT FRONT SPEAKER (-)

C345

CAV	CIRCUIT	FUNCTION
1	B516 18TN/WT	G-SENSOR # 2 SENSE
2	B515 18YL/VT	G-SENSOR # 1 SENSE
3	B517 18PK/OR	G-SENSOR GROUND

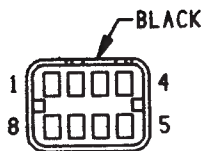
**C346**

CAV	CIRCUIT	FUNCTION
1	B1 18YL/DB	RIGHT REAR WHEEL SPEED SENSOR (-)
2	B2 18YL	RIGHT REAR WHEEL SPEED SENSOR (+)

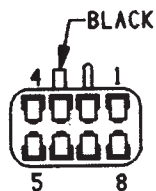
**C347**

CAV	CIRCUIT	FUNCTION
1	B4 18LG	LEFT REAR WHEEL SPEED SENSOR (+)
2	B3 18LG/DB	LEFT REAR WHEEL SPEED SENSOR (-)

C348

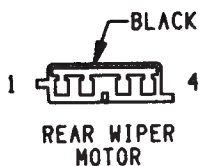


CAV	CIRCUIT
1	M4 20VT/YL
2	L50 18WT/TN
3	P2 18BK/WT
4	P34 18PK/BK
5	V13 18BR/RD
6	F20 18WT
7	V20 18BK/YL
8	L90 18DB/RD



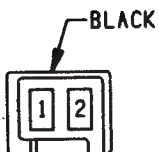
CAV	CIRCUIT
1	M4 20VT/YL
2	L50 18WT/TN
3	P2 18BK/WT
4	P34 18PK/BK
5	V13 18BR/RD
6	F20 18WT
7	V20 18BK/YL
8	L90 20DB/RD

C349

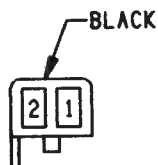


CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	V20 18BK/YL	REAR WASHER PUMP MOTOR CONTROL
3	V13 18BR/RD	REAR WIPER SWITCH OUTPUT
4	F20 18WT	FUSED IGNITION SWITCH OUTPUT

C350

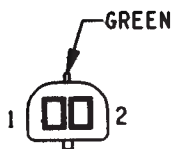


CAV	CIRCUIT
1	L50 18WT/TN
2	Z1 20BK



CAV	CIRCUIT
1	L50 18WT/TN
2	Z1 20BK

C351

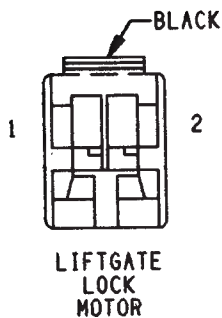


CAV	CIRCUIT
1	L90 20DB/RD
2	Z1 20BK

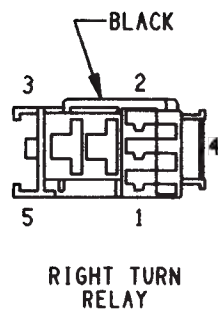


CAV	CIRCUIT
1	L90 20DB/RD
2	Z1 20BK

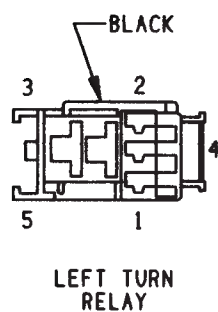
C352



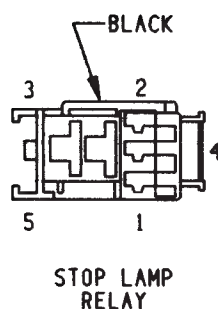
CAV	CIRCUIT	FUNCTION
1	P34 18PK/BK	DOOR UNLOCK DRIVER
2	P2 18BK/WT	DOOR LOCK RELAY OUTPUT

**C353**

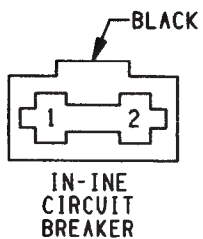
CAV	CIRCUIT	FUNCTION
1	L60 18TN	RIGHT TURN SIGNAL
2	Z1 20BK	GROUND
3	L60 18TN	RIGHT TURN SIGNAL
4	95 18PK	STOP LAMP RELAY OUTPUT
5	94 18DG	STOP LAMP RELAY OUTPUT

**C354**

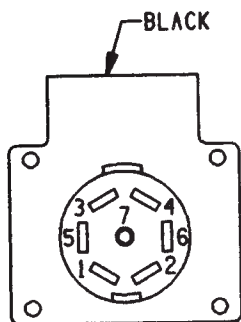
CAV	CIRCUIT	FUNCTION
1	L61 18LG	LEFT TURN SIGNAL
2	Z1 20BK	GROUND
3	L61 18LG	LEFT TURN SIGNAL
4	95 18PK	STOP LAMP RELAY OUTPUT
4	95 18PK	STOP LAMP RELAY OUTPUT
5	94 18DG	STOP LAMP RELAY OUTPUT
5	94 18DG	STOP LAMP RELAY OUTPUT

**C355**

CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	Z1 20BK	GROUND
3	A11 18RD/BK	GENERATOR OUTPUT
4	94 18DG	STOP LAMP RELAY OUTPUT
5	95 18PK	STOP LAMP RELAY OUTPUT

**C356**

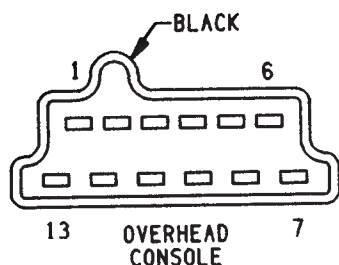
CAV	CIRCUIT	FUNCTION
1	A11 14RD	GENERATOR OUTPUT
2	A11 18RD/BK	GENERATOR OUTPUT



TRAILER TOW
CONNECTOR

C358

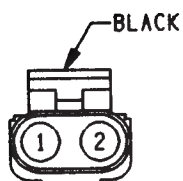
CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	96 14LB	ELECTRIC BRAKE FEED
3	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
4	A11 14RD	GENERATOR OUTPUT
5	L61 18LG	LEFT TURN SIGNAL
6	L60 18TN	RIGHT TURN SIGNAL
7	L10 18BR/LG	BACK—UP LAMP SWITCH OUTPUT



OVERHEAD
CONSOLE

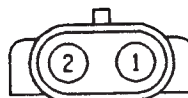
C359

CAV	CIRCUIT	FUNCTION
1	—	—
2	Z2 20BK/LG	GROUND
3	—	—
4	Z1 20BK	GROUND
5	M1 20PK	FUSED B(+)
6	M1 20PK	FUSED B(+)
7	F87 20WT/BK	FUSED IGNITION SWITCH OUTPUT
8	M2 20YL	COURTESY LAMP SWITCH OUTPUT
9	G31 20BK/LB	AMBIENT AIR TEMP SENSOR SIGNAL
10	G32 20VT/LG	SENSOR GROUND
11	—	—
12	L90 20DB/RD	PARK LAMP SWITCH OUTPUT
13	E2 20OR/BK	PANEL LAMPS DRIVER

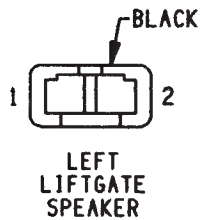


C360

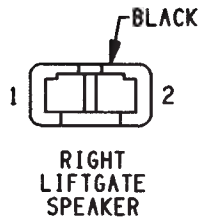
CAV	CIRCUIT
1	G107 18BK/RD
2	G106 18GY/YL



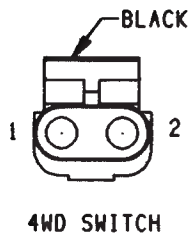
CAV	CIRCUIT
1	G107 20BK/RD
2	G106 20GY/YL

**C401**

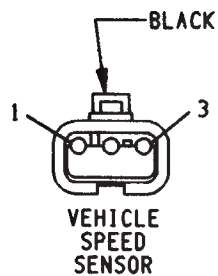
CAV	CIRCUIT	FUNCTION
1	X51 20BR/YL	LEFT REAR SPEAKER (+)
2	X57 20BR/LB	LEFT REAR SPEAKER (—)

**C402**

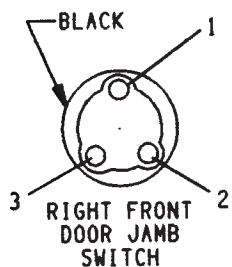
CAV	CIRCUIT	FUNCTION
1	X52 20DB/WT	RIGHT REAR SPEAKER (+)
2	X58 20DB/OR	RIGHT REAR SPEAKER (—)

**C403**

CAV	CIRCUIT	FUNCTION
1	X4 18GY/OR	4WD SWITCH OUTPUT
2	Z1 18BK	GROUND

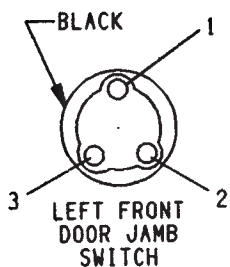
**C404**

CAV	CIRCUIT	FUNCTION
1	67 18WT/OR	VEHICLE SPEED SENSOR SIGNAL
2	K4 18BK/LB	SENSOR GROUND
3	K7 18OR	8-VOLT SUPPLY



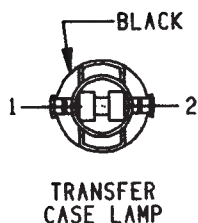
C405

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	G26 20LB	KEY-IN IGNITION SWITCH SENSE
3	M2 20YL	COURTESY LAMPS DRIVER



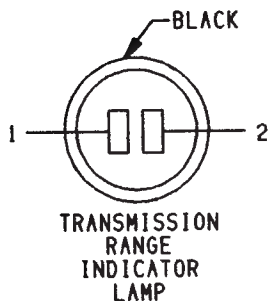
C406

CAV	CIRCUIT	FUNCTION
1	Z1 20BK	GROUND
2	M2 20YL	COURTESY LAMPS DRIVER
3	—	—



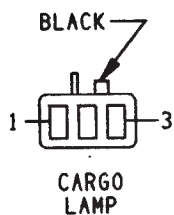
C407

CAV	CIRCUIT	FUNCTION
1	E2 200R	PANEL LAMPS DRIVER
2	Z1 20BK	GROUND



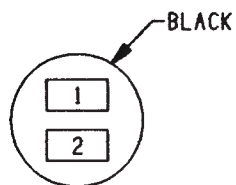
C408

CAV	CIRCUIT	FUNCTION
1	E2 200R	PANEL LAMPS DRIVER
2	Z1 20BK	GROUND



C409

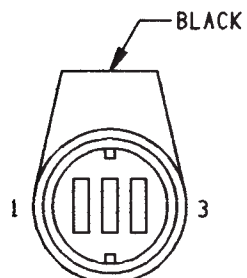
CAV	CIRCUIT	FUNCTION
1	M1 20PK	FUSED B (+)
2	M2 20YL	COURTESY LAMPS DRIVER
3	G71 20VT/YL	LIFTGATE LATCH SWITCH SENSE



ASH RECEIVER
LAMP

C410

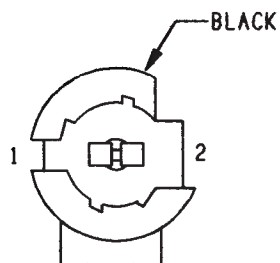
CAV	CIRCUIT	FUNCTION
1	E2 200R/BK	PANEL LAMPS DRIVER
2	Z1 20BK	GROUND



FUEL TANK
LEVEL GAUGE
SENDING UNIT

C411

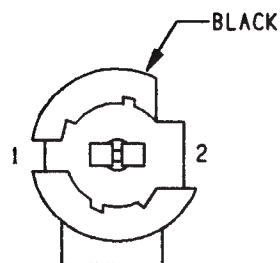
CAV	CIRCUIT	FUNCTION
1	F9 140R	FUEL PUMP RELAY OUTPUT
2	—	—
3	57 16VT	FUEL LEVEL SENSOR SIGNAL



CENTER HIGH
MOUNTED STOP
LAMP 1

C412

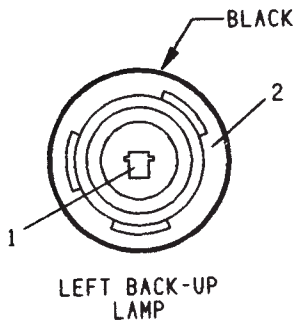
CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND



CENTER HIGH
MOUNTED STOP
LAMP 2

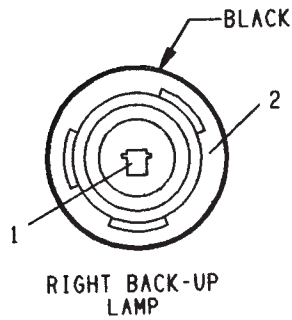
C413

CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	Z1 20BK	GROUND
2	Z1 18BK	GROUND



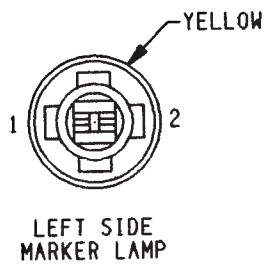
C414

CAV	CIRCUIT	FUNCTION
1	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND



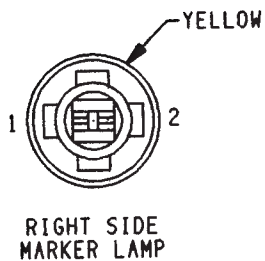
C415

CAV	CIRCUIT	FUNCTION
1	L10 18BR/LG	BACK-UP LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND



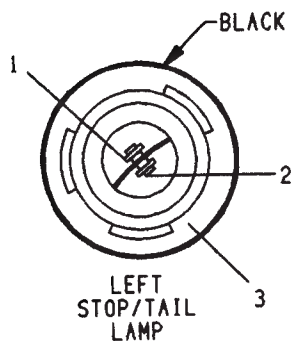
C416

CAV	CIRCUIT	FUNCTION
1	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND



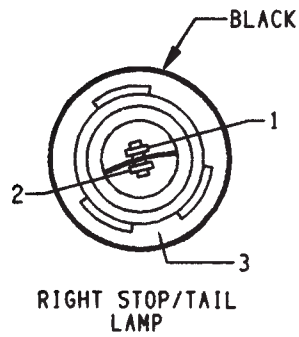
C417

CAV	CIRCUIT	FUNCTION
1	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND

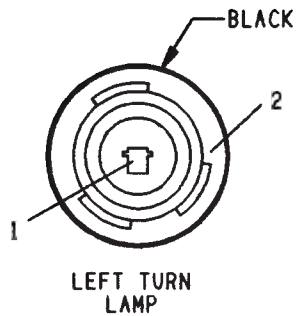


C418

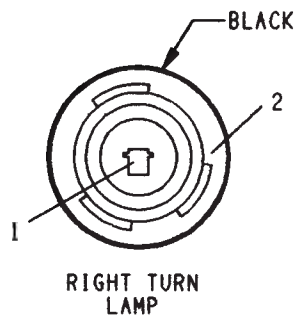
CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
3	Z1 18BK	GROUND

**C419**

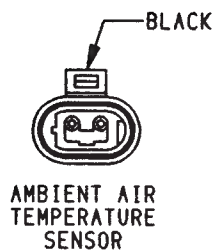
CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	L90 18DB/RD	PARK LAMP SWITCH OUTPUT
3	Z1 18BK	GROUND

**C420**

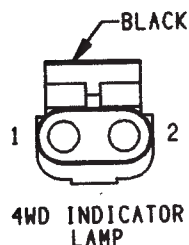
CAV	CIRCUIT	FUNCTION
1	L61 18LG	LEFT TURN SIGNAL
2	Z1 18BK	GROUND

**C421**

CAV	CIRCUIT	FUNCTION
1	L60 18TN	RIGHT TURN SIGNAL
2	Z1 18BK	GROUND

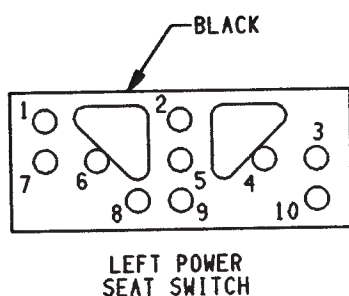
**C422**

CAV	CIRCUIT	FUNCTION
1	G32 18BK/LB	SENSOR GROUND
2	G31 18VT/LG	AMBIENT AIR TEMPERATURE SENSOR SIGNAL



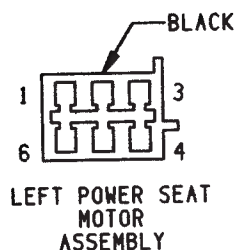
C423

CAV	CIRCUIT	FUNCTION
1	G107 18BK/RD	4WD SWITCH OUTPUT
2	G106 18GY/YL	4WD INDICATOR LAMP



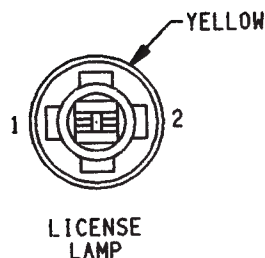
C424

CAV	CIRCUIT	FUNCTION
1	—	—
2	S3 14TN	POWER SEAT SWITCH OUTPUT-FORWARD
3	S1 14YL	POWER SEAT SWITCH OUTPUT-RAISE REAR
4	S2 14LG	POWER SEAT SWITCH OUTPUT-LOWER REAR
5	Z1 14BK	GROUND
6	S5 14OR	POWER SEAT SWITCH OUTPUT-RAISE FRONT
7	S6 14LB	POWER SEAT SWITCH OUTPUT-LOWER FRONT
8	A11 14RD	FUSED B(+)
9	S4 14WT	POWER SEAT SWITCH OUTPUT-REARWARD
10	—	—



C425

CAV	CIRCUIT	FUNCTION
1	S1 14YL	POWER SEAT SWITCH OUTPUT-RAISE REAR
2	S4 14WT	POWER SEAT SWITCH OUTPUT-REARWARD
3	S3 14TN	POWER SEAT SWITCH OUTPUT-FORWARD
4	S5 14OR	POWER SEAT SWITCH OUTPUT-RAISE FRONT
5	S6 14LB	POWER SEAT SWITCH OUTPUT-LOWER FRONT
6	S2 14LG	POWER SEAT SWITCH OUTPUT-LOWER REAR



C426

CAV	CIRCUIT	FUNCTION
1	L90 20DB/RD	PARK LAMP SWITCH OUTPUT
2	Z1 20BK	GROUND

CONNECTOR LOCATIONS

GENERAL INFORMATION

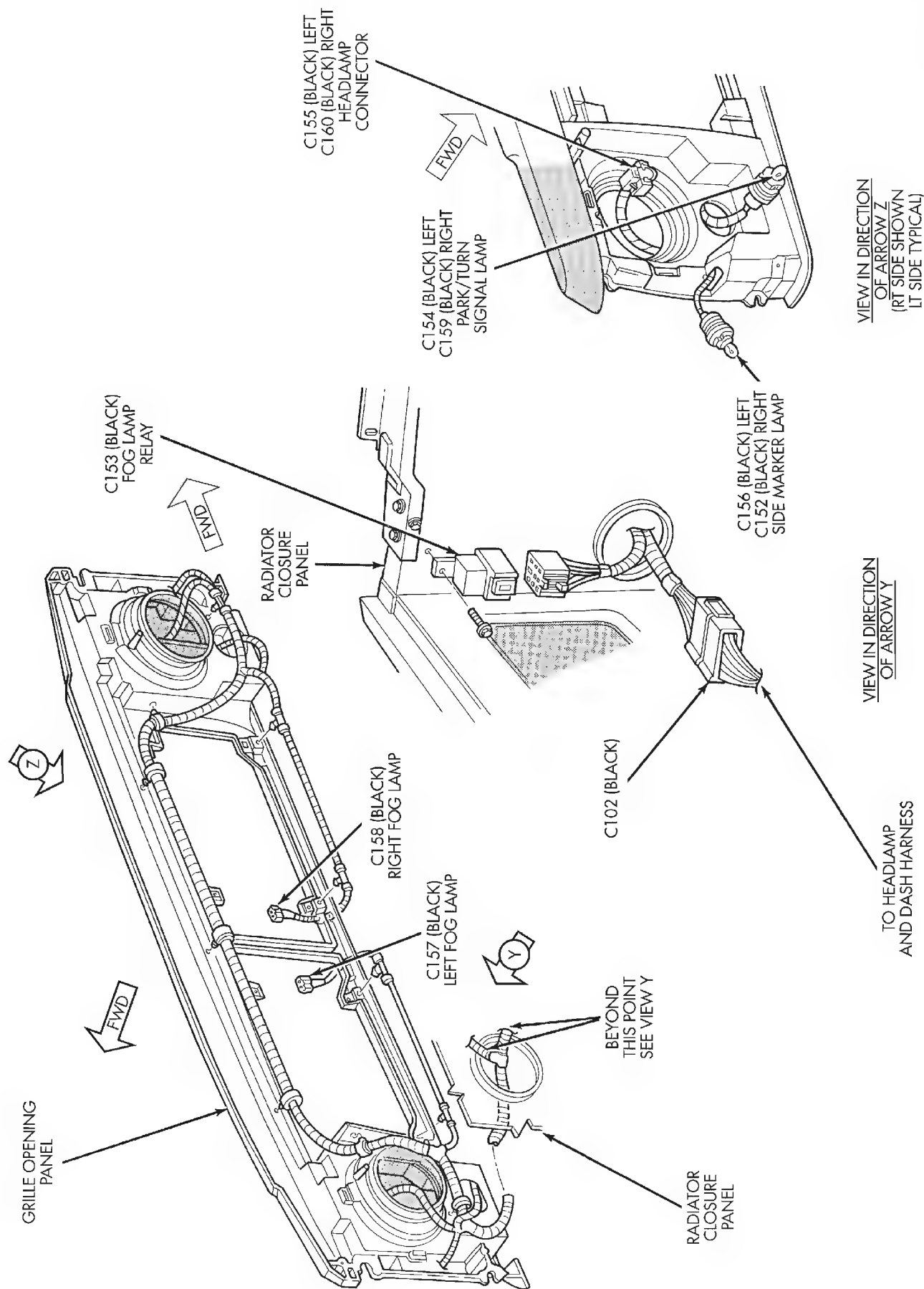
This section provides illustrations identifying component and connector locations in the vehicle. A con-

necter index is provided. Use the wiring diagrams in each section for connector number identification. Refer to the index for the proper figure number.

CONNECTOR LOCATIONS

Connector #	Color	Location	Fig.	Connector #	Color	Location	Fig.
C101	BK	Front Left of Engine Compartment	.2	C152	BK	Behind Lens	.1
C102	BK	In Front of Washer Fluid Reservoir	.2	C153	BK	Left Rear of Radiator Closure Panel	.1
C103	BK	Bottom of Washer Fluid Reservoir	.2	C154	BK	Behind Lens	.1
C104	BK	Bottom of Washer Fluid Reservoir	.2	C155	BK	Behind Lens	.1
C105	BK	Top of Washer Fluid Reservoir	.2	C156	BK	Behind Lens	.1
C106	BK	Top of Radiator Fan Housing	.2	C157	BK	Center of Grille Opening	.1
C107	BK	Left Fender Side Shield	.2	C158	BK	Center of Grille Opening	.1
C108	BK	Left Fender Side Shield	.2	C159	BK	Behind Lens	.1
C109	BK	Near Air Cleaner	.2	C160	BK	Behind Lens	.1
C110	BK	Left Corner of Engine Compartment	.2	C201	GY	Center Bottom of I.P.	.8
C111	BK	Rear of Intake Manifold	4	C202	WT	Center Bottom of I.P.	.8
C112	BK	On Throttle Body	4	C203	BK	Behind Right Kick Panel	12
C113	BK	On Throttle Body	4	C204	BK	Right Side of I.P.	
C114	BK	Rear of Intake Manifold	4	C205	BK	Left Rear of I.P.	.8
C115	GN	Lower Right of I.P.		C206	BK	Left Rear of I.P.	.8
C116	BK	Near ABS Control Module		C207	BK	Near Right Kick Panel	.7
C117	GN	Center of Dash Panel	2	C208	GN	Near Right Kick Panel	.7
C118	BK	Injector No. 6	4	C209	RD	Behind Right Kick Panel	12
C119	BK	Injector No. 5	4	C210	BK	Behind Fender Side Shield	
C120	BK	Injector No. 4	4	C211	BK	Near Right Kick Panel	.7
C121	BK	Injector No. 3	4	C212	BK	Near Right Kick Panel	
C122	BK	Injector No. 2	4	C213	BK	Rear of Headlamp Switch	10
C123	BK	Injector No. 1	4	C214	BK	Rear of I.P., Right of Steering Column	.9
C124	BK	On Engine, Behind Power Steering Pump	4	C215	BK	Rear of I.P., Right of Steering Column	.9
C125	BK	On Thermostat Housing	4	C216	BK	Rear of I.P., Right of Steering Column	.9
C126	BK	On ABS Control Module	.7	C217	RD	Rear of I.P., Right of Steering Column	.9
C127	BK	Near ABS Control Module	.7	C218	BK	Below Stop Lamp Switch	.7
C128	BK	Near Distributor	4	C219	BK	Rear of I.P., Right of Steering Column	.9
C129	BK	Near Center of Dash Panel	3	C220	NAT	Rear of I.P. Cluster	10
C130	GY	Near Center of Dash Panel	3	C221	BK	Rear of I.P. Cluster	10
C131	BK	Near Left Kick Panel		C222	NAT	Rear of I.P., Left of Steering Column	.9
C132	BK	On Steering Column	.6	C223	BK	Rear of I.P., Left of Steering Column	.9
C133	BK	Near Center of Dash Panel	3	C224	BK	Rear of I.P., Left of Steering Column	.9
C134	BK	Center of Dash Panel	3	C225	BK	Rear of I.P., Left of Steering Column	.9
C135	BK	Below Brake Master Cylinder	3	C226	BK	On Steering Column	.6
C136	BK	Right Corner of Engine Compartment	3	C227	BK	Near ABS Control Module	.7
C137	BK	Right Side of Hood	3	C228	WT	Center of I.P.	
C138	BK	Near ABS Control Module		C229	BK	Center of I.P.	
C139	BK	Near ABS Control Module	.7	C230	BK	On Steering Column	.6
C140	GY	Near ABS Control Module	.7	C231	BK	On Steering Column	.6
C141	GN	Near ABS Control Module	.7	C232	BK	On Steering Column	.6
C142	BK	Right Fender Side Shield	.3	C233	BK	Center Bottom of I.P.	.8
C143	BK	Right Fender Side Shield	.3	C234	BK	Rear of I.P., Above Ash Receiver	.8
C144	BK	Right Fender Side Shield	.3	C235	BK	Rear of Radio	
C145	BK	Right Fender Side Shield	.3	C236	BR	Rear of A/C-Heater Controls	10
C146	BK	Below Battery	3	C237	BK	Center Bottom of I.P.	.8
C147	BK	Rear of Battery	.5	C238	BK	Near ABS Control Module	.7
C148	BK	At Starter Motor	4				
C149	BK	Right Side of Engine Near Distributor	4				
C150	BK	Rear of Generator	4				
C151	BK	Rear of Generator	.5				

Connector #	Color	Location	Fig.	Connector #	Color	Location	Fig.
C239	BK	Rear of A/C-Heater Controls	10	C345	BK	Below Left Rear Seat	14
C240	BK	Rear of A/C-Heater Controls	10	C346	BK	Below Left Rear Seat	14
C241	BK	Center Bottom of I.P.	8	C347	BK	Below Left Rear Seat	14
C242	GY	Lower Left of I.P.	7	C348	BK	In Liftgate	18
C243	BK	Lower Left of I.P.	7	C349	BK	In Liftgate	18
C244	GN	Near Left Kick Panel	7	C350	BK	In Liftgate	17
C245	BK	Right Rear of I.P.	8	C351	GN	In Liftgate	18
C246	BK	Right Rear of I.P.	8	C352	BK	In Liftgate	18
C247	BK	Near Left Kick Panel	7	C353	BK	Right Rear Quarter Panel	15
C248	GN	Glove Box	10	C354	BK	Right Rear Quarter Panel	15
C249	BK	Near Left Kick Panel	7	C355	BK	Right Rear Quarter Panel	15
C301	GY	Behind Left Kick Panel		C356	BK	Right Rear Quarter Panel	15
C302	RD	In Left Rear Door	13	C357	BK	Left Rear Quarter Panel	
C303	BK	In Left Rear Door	13	C358	BK	Left Rear Quarter Panel	16
C304	BK	In Left Rear Door	13	C359	BK	Behind Overhead Console	11
C305	NAT	In Left Rear Door	13	C401	BK	Behind Sound Bar	15
C306	BK	Near Right Seat Belt Anchor		C402	BK	Behind Sound Bar	15
C307	BK	Near Floor Console		C403	BK	Rear of Transfer Case	20
C308	BK	Below Seat		C404	BK	Rear of Transmission (2WD)	20
C309	BL	Below Right Rear Seat		C404	BK	Rear of Transfer Case (4WD)	20
C310	GN	Below Right Rear Seat		C405	BK	In Right Front Door	
C311	BK	Above Fuel Tank	19	C406	BK	In Right Front Door	
C312	BK	In Liftgate	18	C407	BK	In Floor Console	
C313	BK	Left Rear Quarter Panel	15	C408	BK	Below Floor Console	19
C314	BK	Under Left Rear of Roof Liner	15	C409	BK	Behind Sound Bar	15
C315	BK	In Liftgate	18	C410	BK	Center of I.P.	
C316	BK	Left Rear Quarter Panel	15	C411	BK	At Fuel Tank	19
C317	BK	Left Rear Quarter Panel	15	C412	BK	Behind Lens	17
C318	BK	Below Right Rear Seat	13	C413	BK	Behind Lens	17
C319	RD	In Right Rear Door	13	C414	BK	Behind Lens	
C320	BK	In Right Rear Door	13	C415	BK	Behind Lens	
C321	BK	In Right Rear Door	13	C416	BK	Behind Lens	
C322	NAT	In Right Rear Door	13	C417	BK	Behind Lens	
C323	BK	Right Rear Quarter Panel	15	C418	BK	Behind Lens	
C324	BK	Behind Left Kick Panel	12	C419	BK	Behind Lens	
C325	BK	Behind Left Kick Panel	12	C420	BK	Behind Lens	
C326	NAT	In Floor Console	19	C421	BK	Behind Lens	
C327	BK	Behind Dome Lamp	11	C422	BK	Right Fender Side Shield	
C328	BK	Behind Right Kick Panel	12	C423	BK	On I.P., Behind Lamp	
C329	BK	Behind Right Kick Panel	12	G101		Left Fender Side Shield	2
C330	BK	Behind Right Kick Panel	12	G102		Left Fender Side Shield	2
C331	BK	Behind Right Kick Panel	12	G103		Right Rear of Engine	4
C332	BK	In Left Door	12	G104		Right Rear of Engine	4
C333	BK	In Left Door	12	G105		Right Rear of Engine	4
C334	RD	In Left Door	12	G106		Right side of Engine, Below Ignition Coil	5
C335	BK	In Left Door	12	G107		Right side of Engine, Below Ignition Coil	5
C336	BK	In Left Door	12	G108		Right Fender Side Shield, Near Battery	5
C337	NAT	In Left Door	12			Headlamp Switch	
C338	NAT	In Right Door	12	G201		Below Headlamp Switch	
C339	NAT	In Right Door	12	G301		Left Rear Quarter Panel	15
C340	BK	In Right Door	12				
C341	BK	In Right Door	12				
C342	RD	In Right Door	12				
C343	BK	In Right Door	12				
C344	BK	In Right Door	12				



J958W-167

Fig. 1 Front End Lighting Connectors

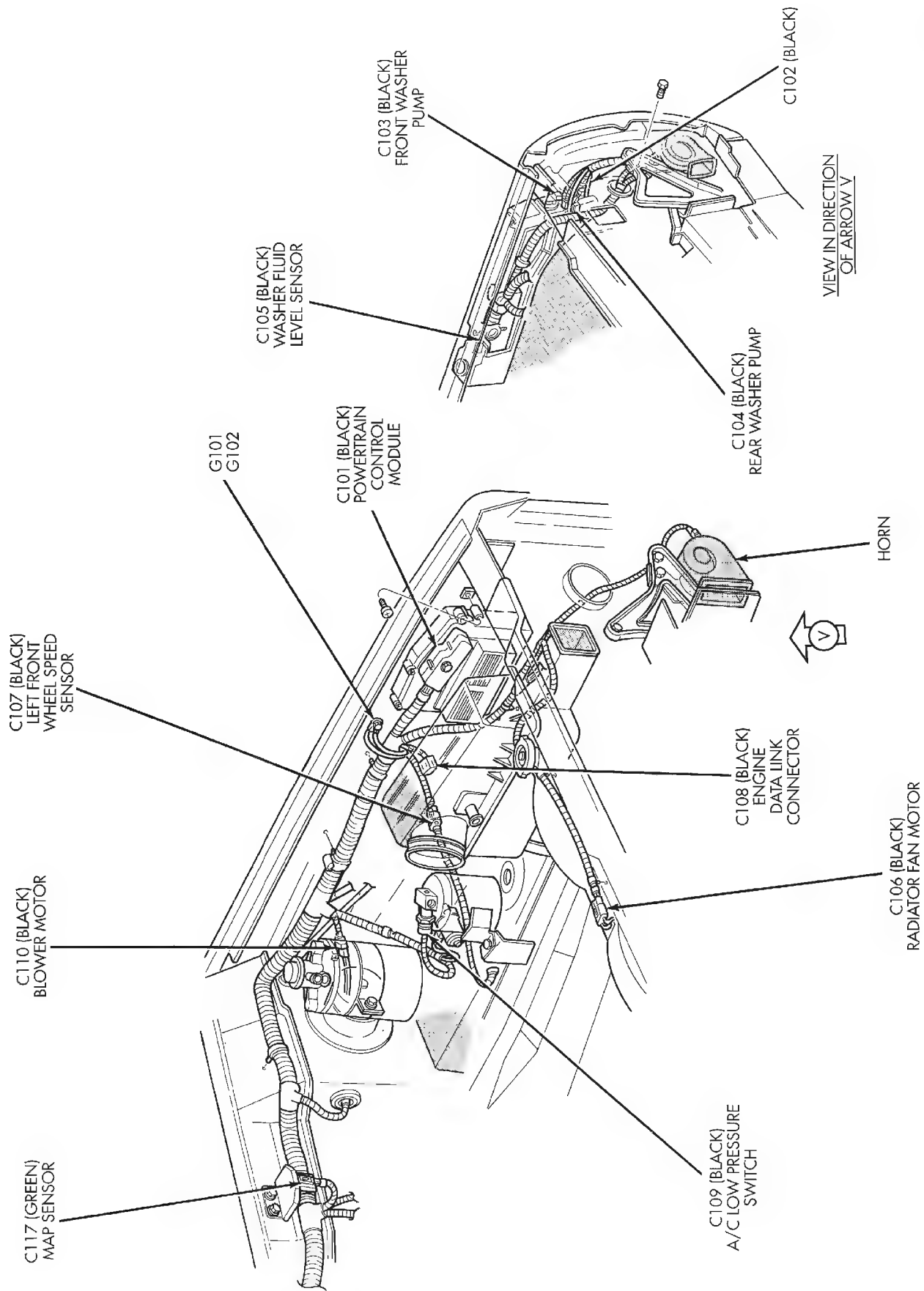


Fig. 2 Engine Compartment Wiring Connectors—Right Side

J958W-169

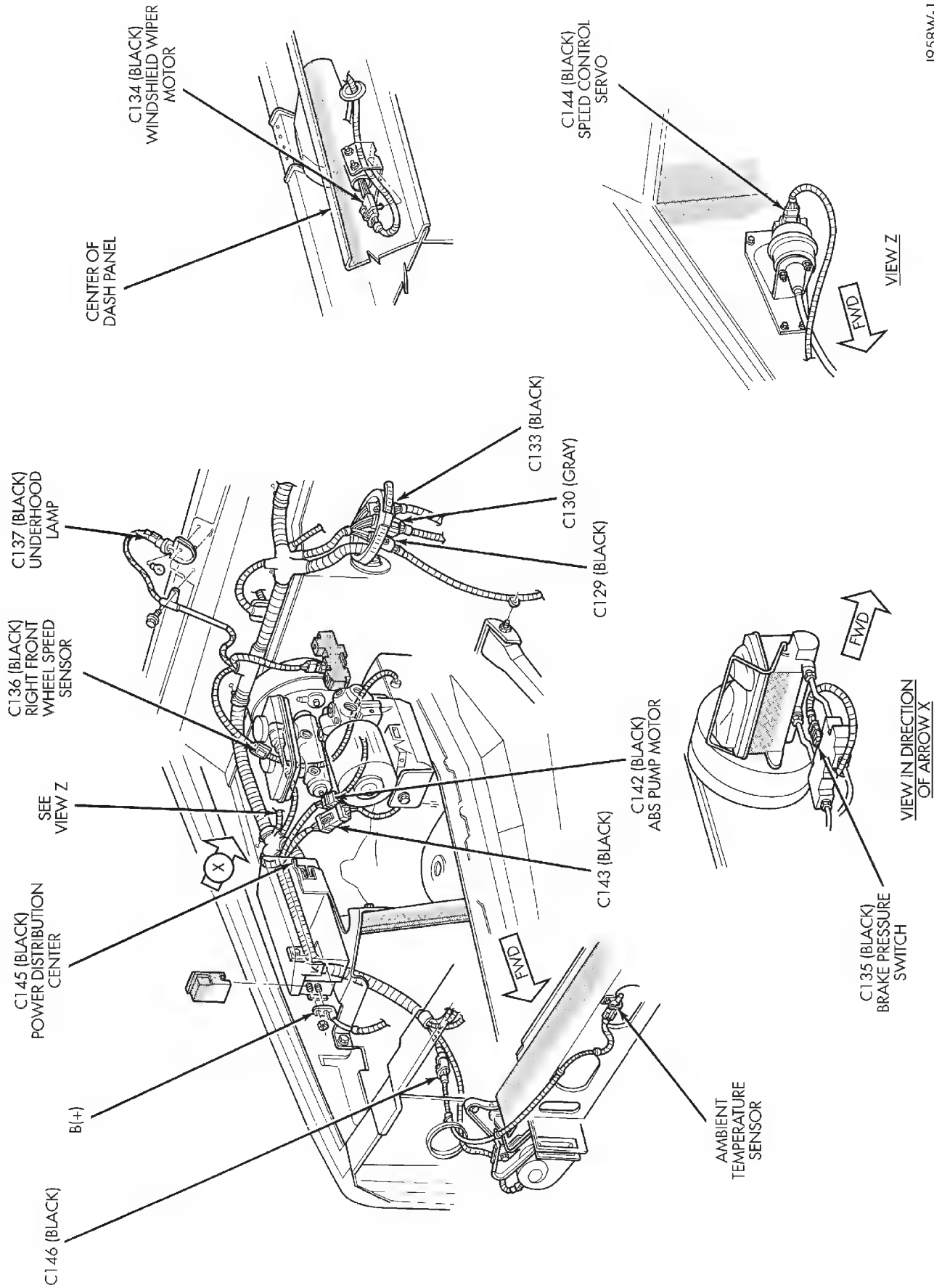
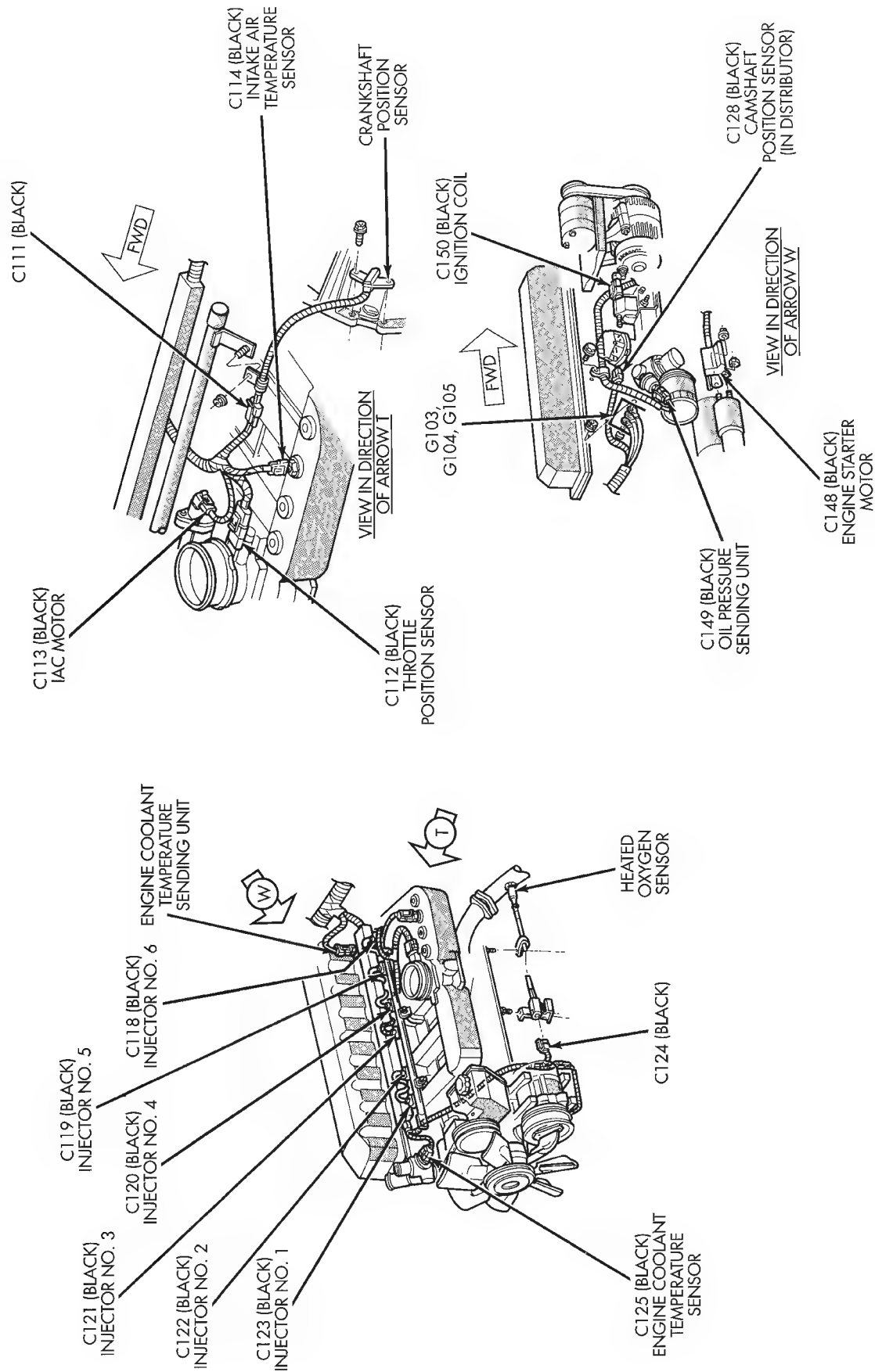
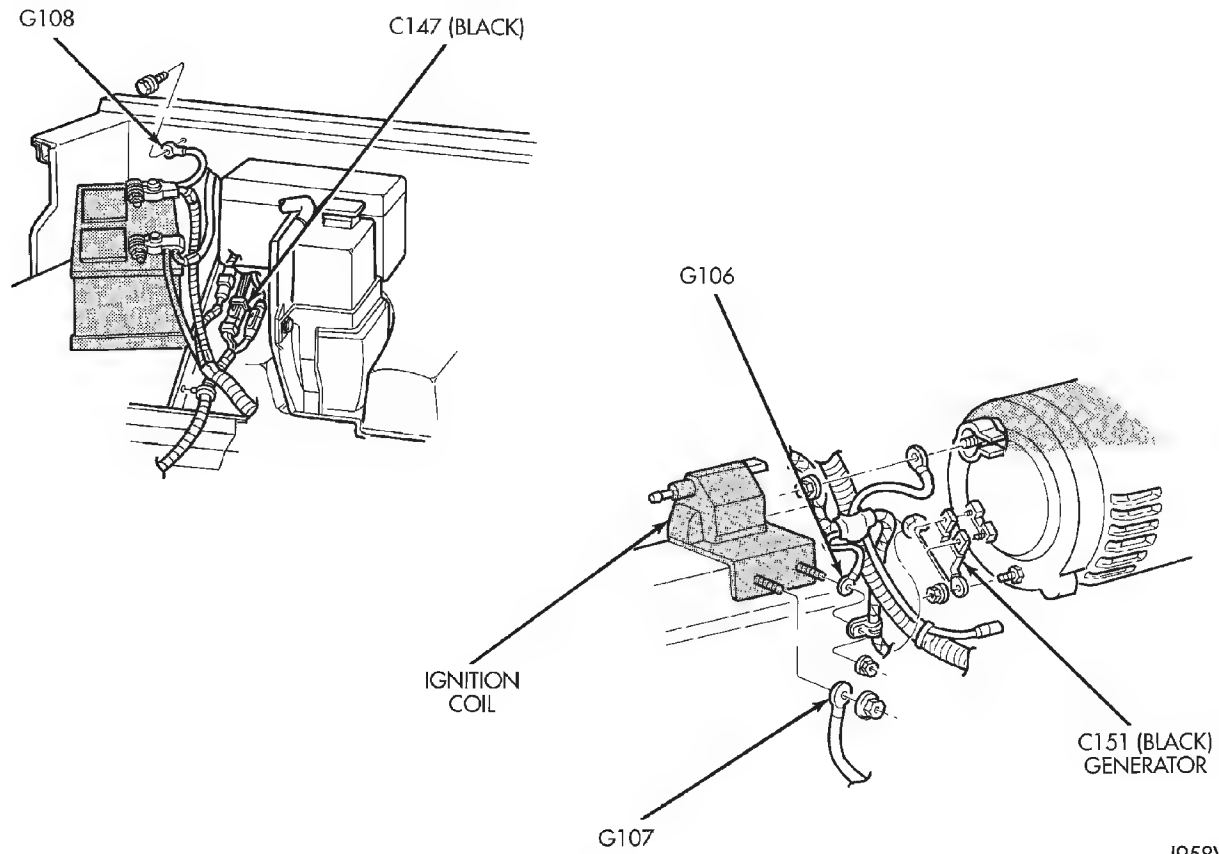


Fig. 3 Engine Compartment Wiring Connectors—Left Side



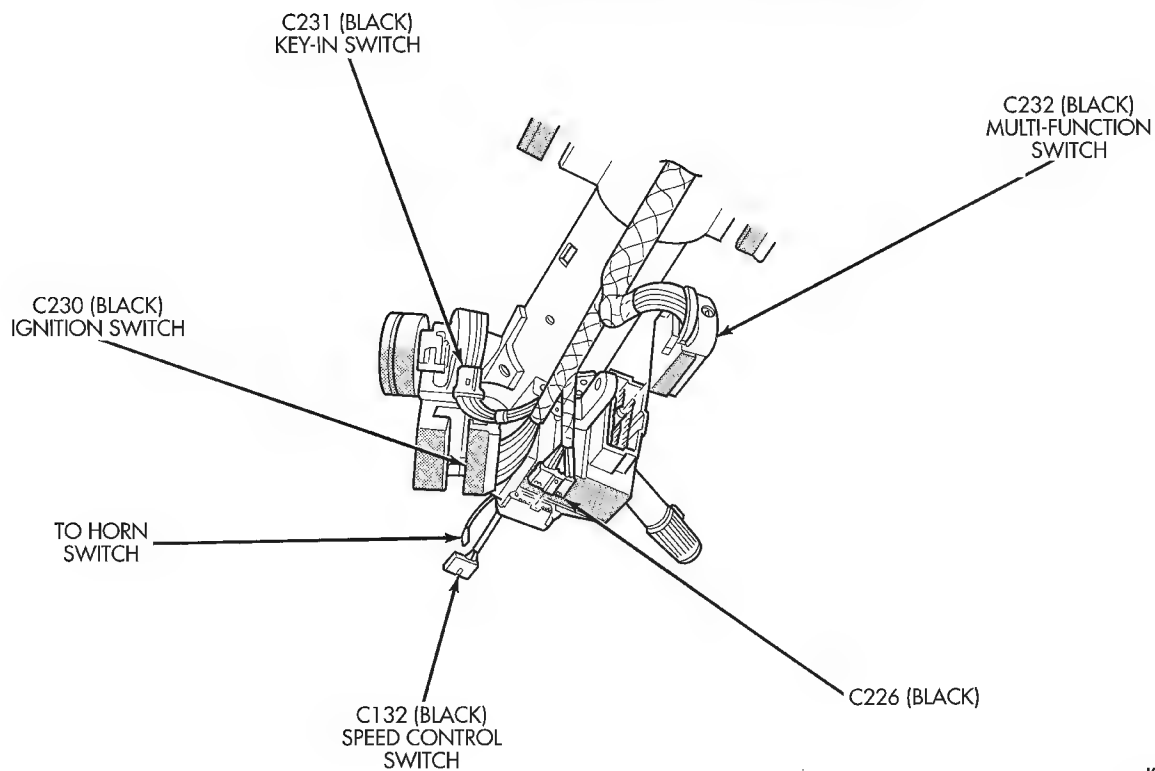
J958W-170

Fig. 4 Engine Wiring Connectors



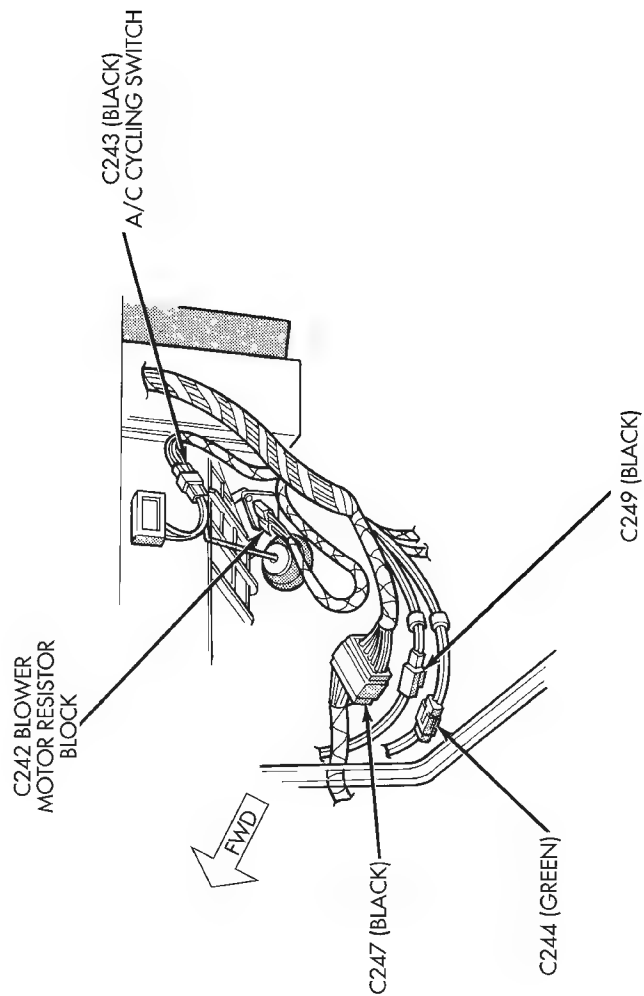
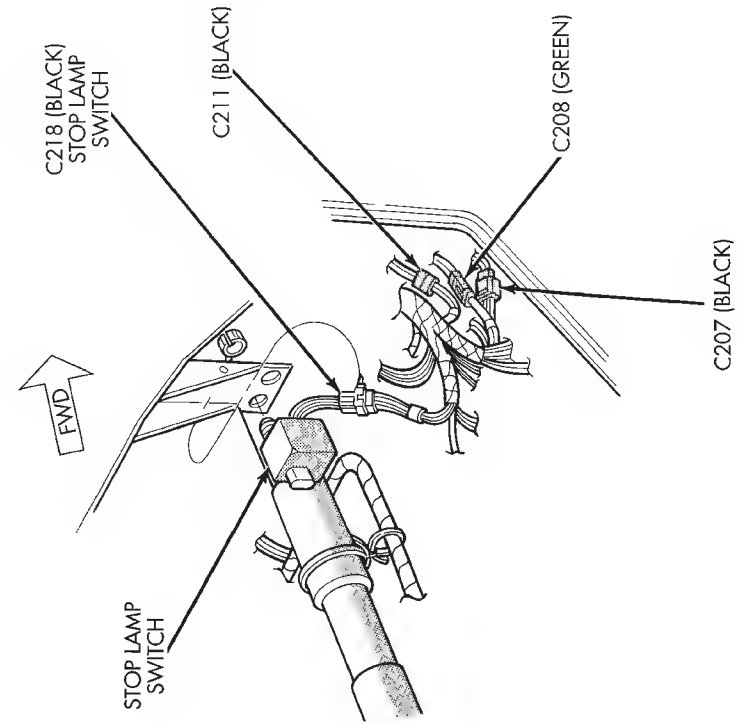
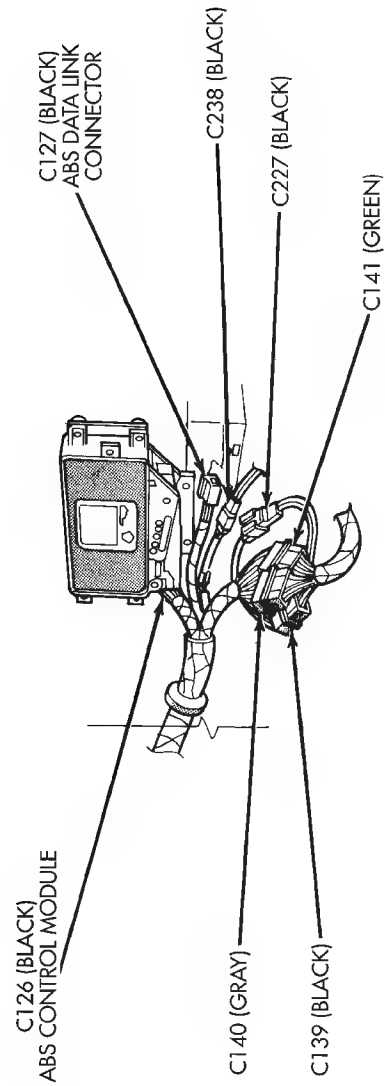
J958W-171

Fig. 5 Battery and Generator Wiring



J958W-172

Fig. 6 Steering Column Wiring Connectors



J958W-173

Fig. 7 ABS Control Module

J958W-174

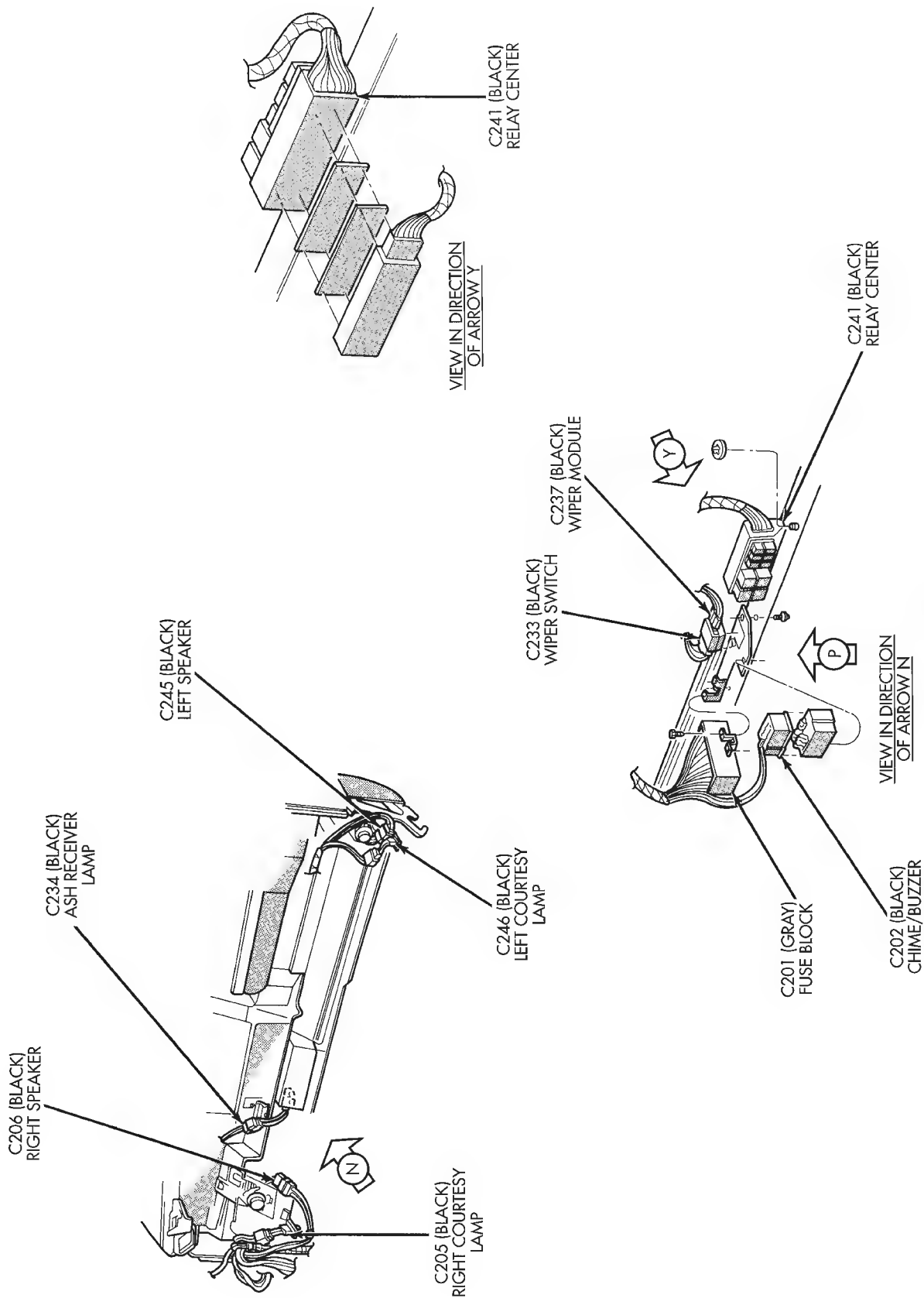
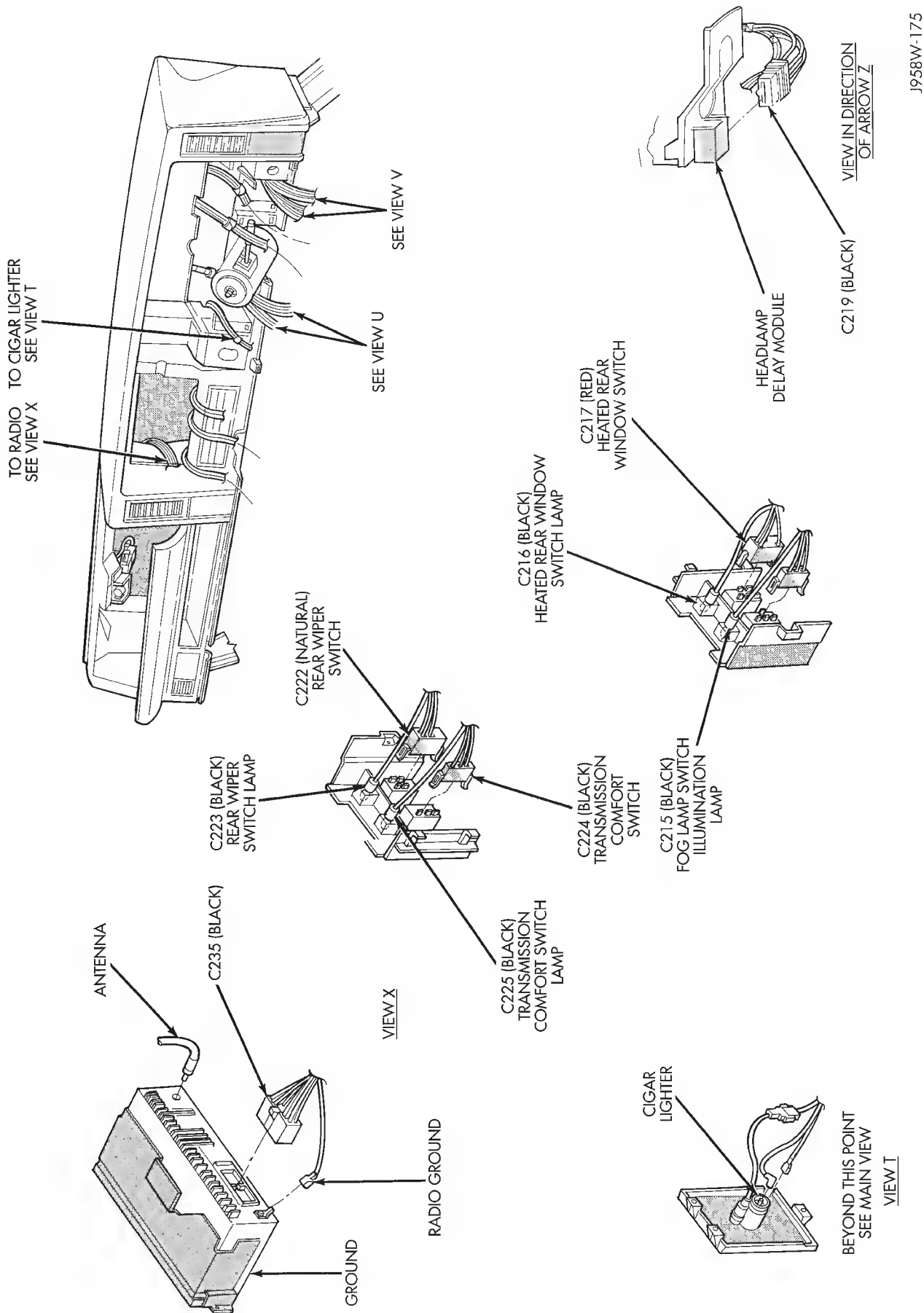


Fig. 8 Fuse Block and Relay Center



J958W-175

Fig. 9 Instrument Panel Wiring Connectors

J958W-176

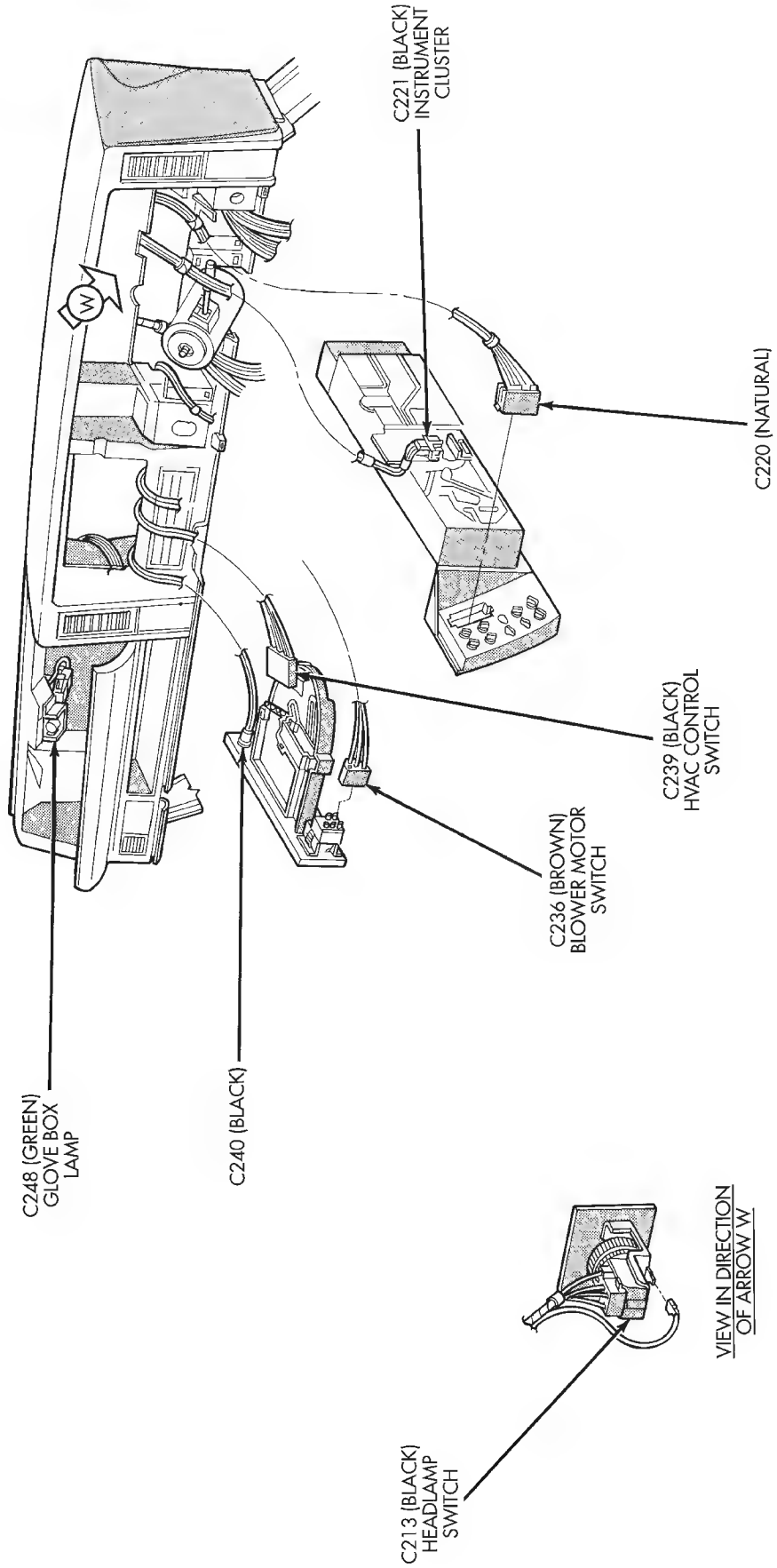
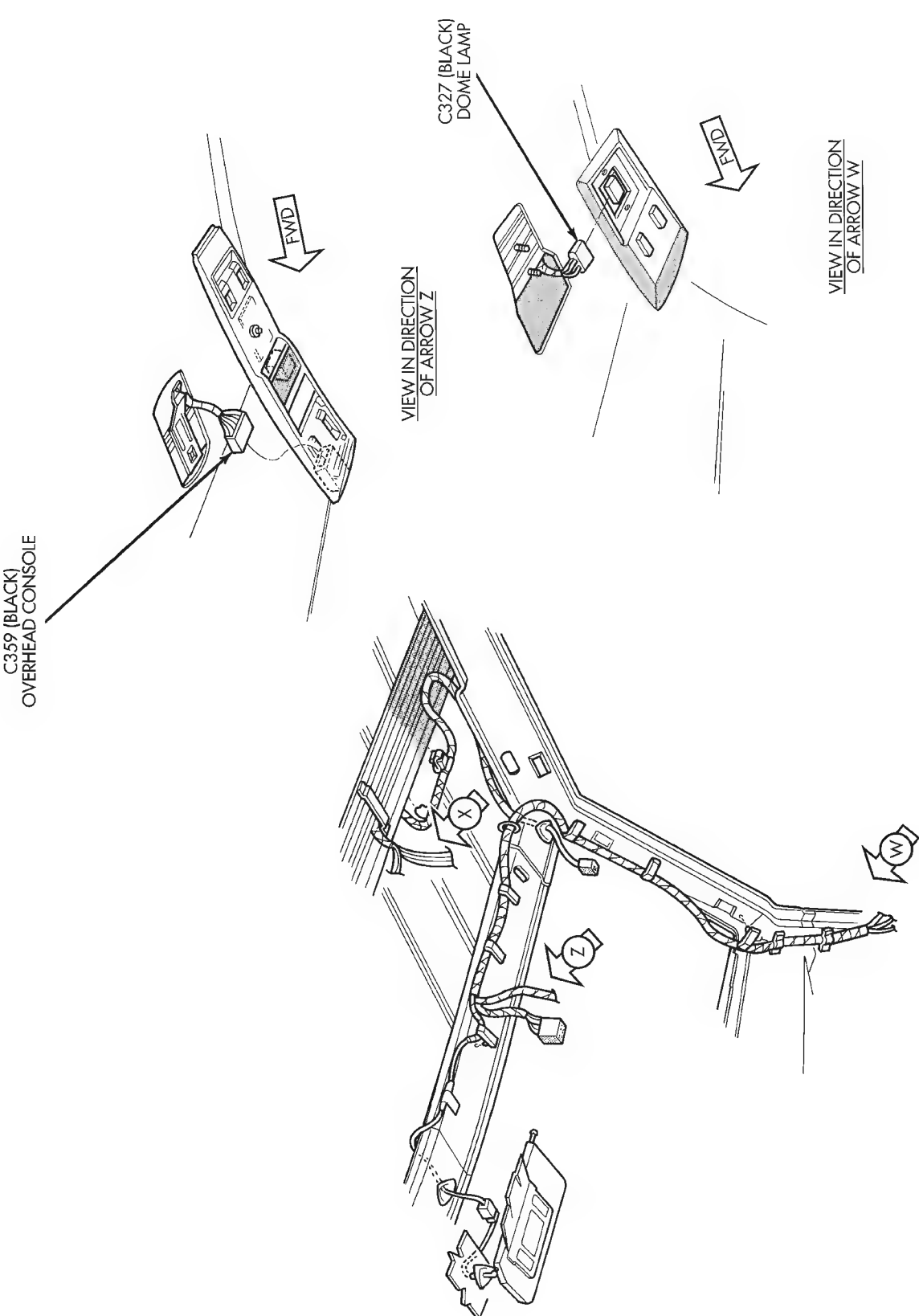


Fig. 10 Instrument Cluster Connectors



J958W-177

Fig. 11 Overhead Console

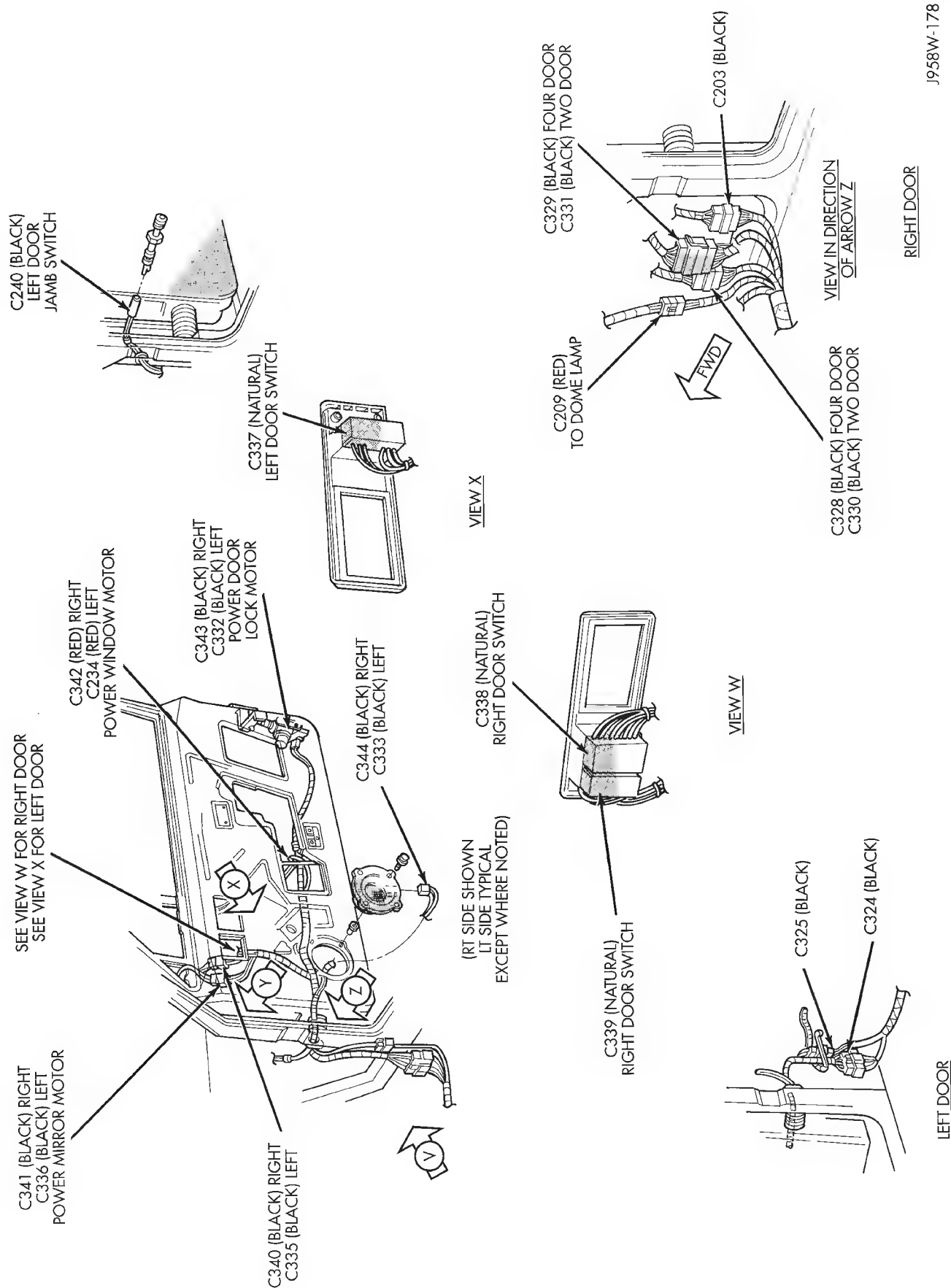
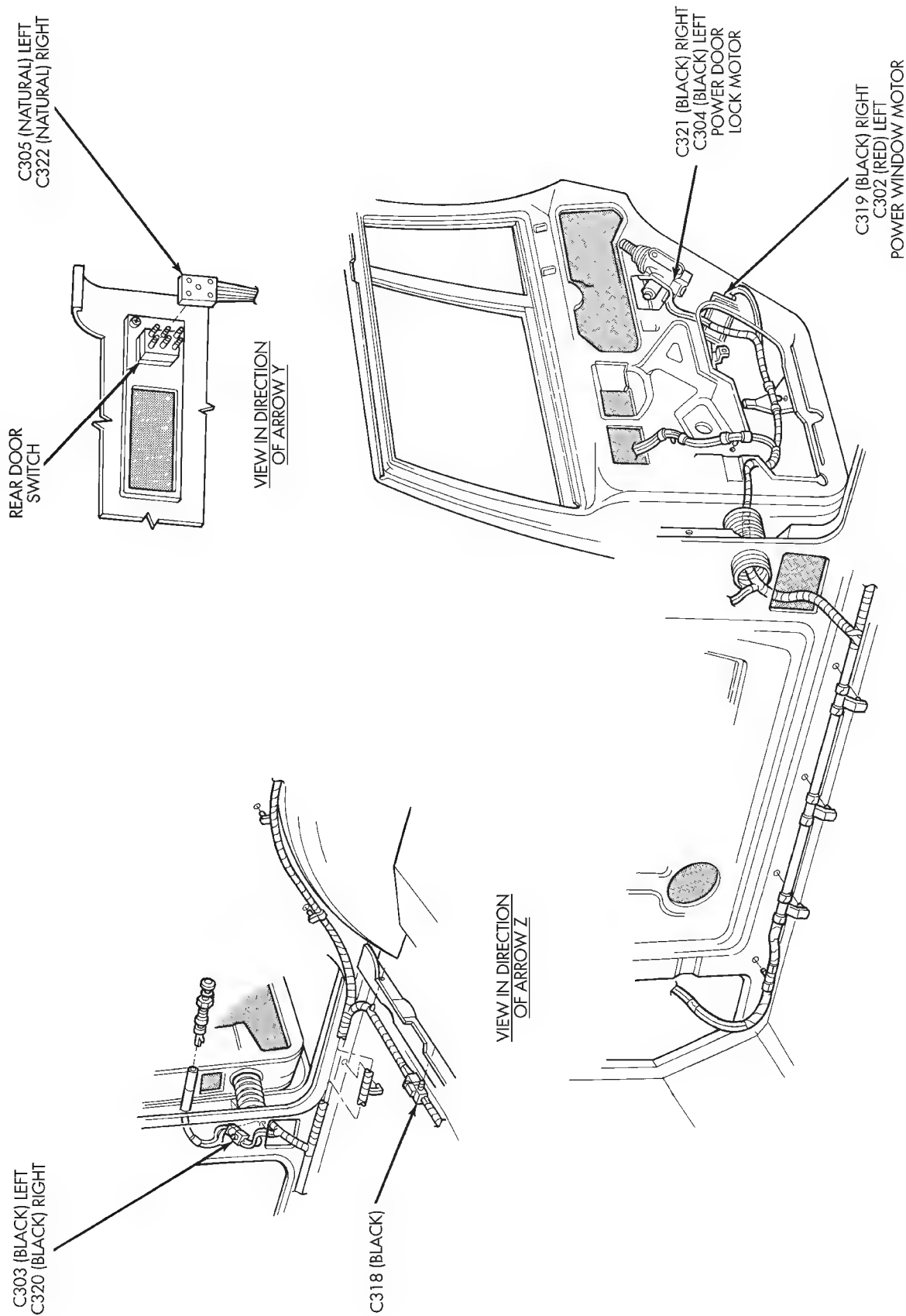


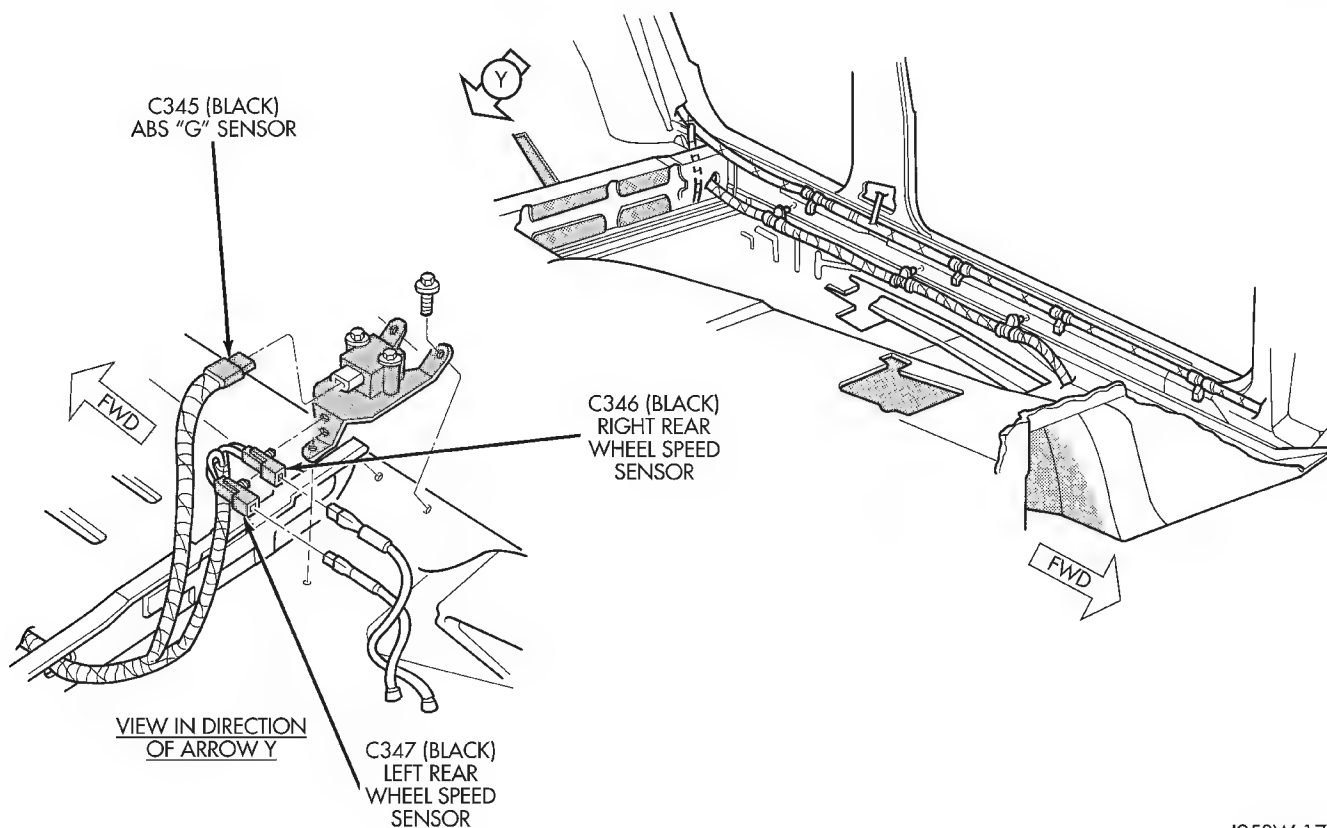
Fig. 12 Front Door Wiring Connectors



REAR DOOR WIRING CONNECTORS

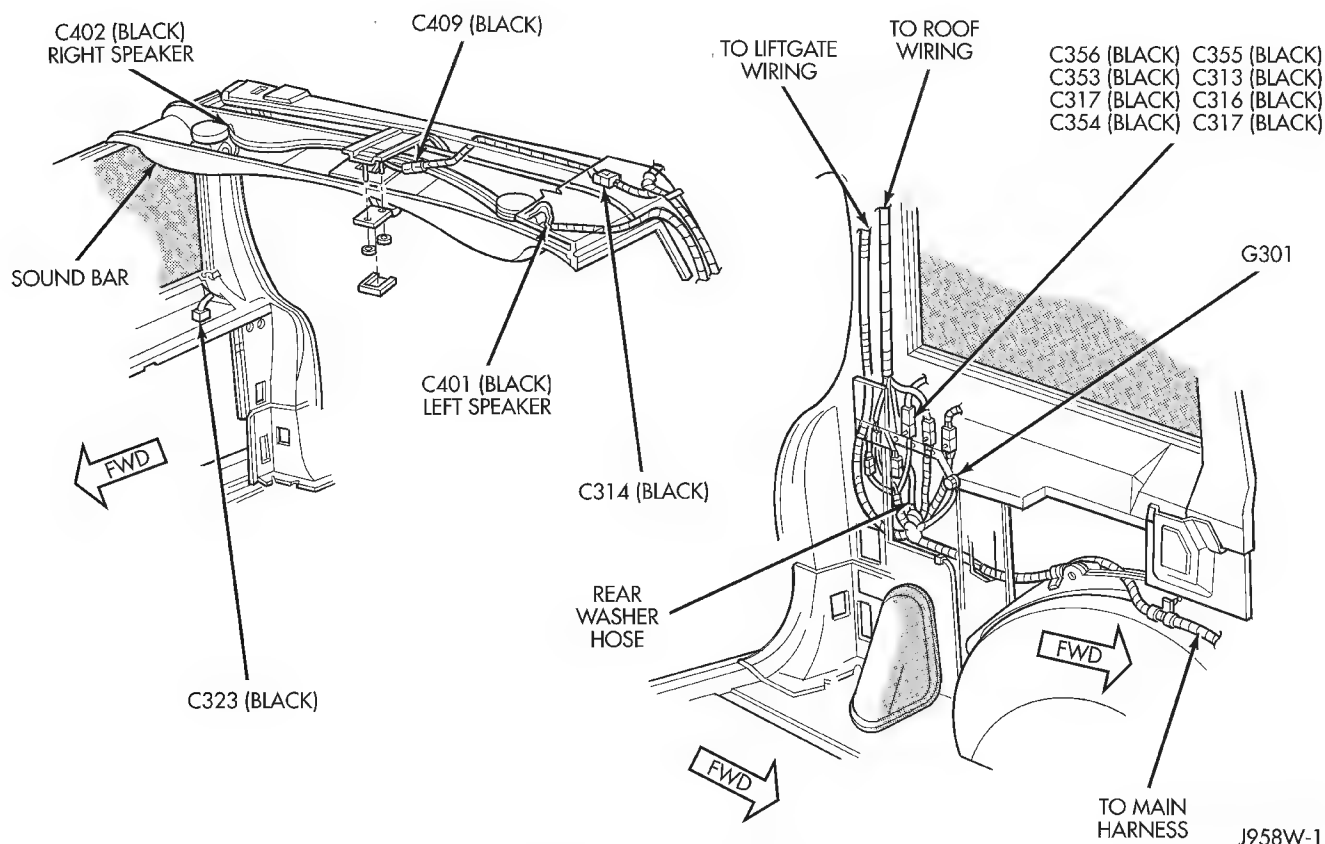
J958W-186

Fig. 13 Rear Door Wiring Connectors



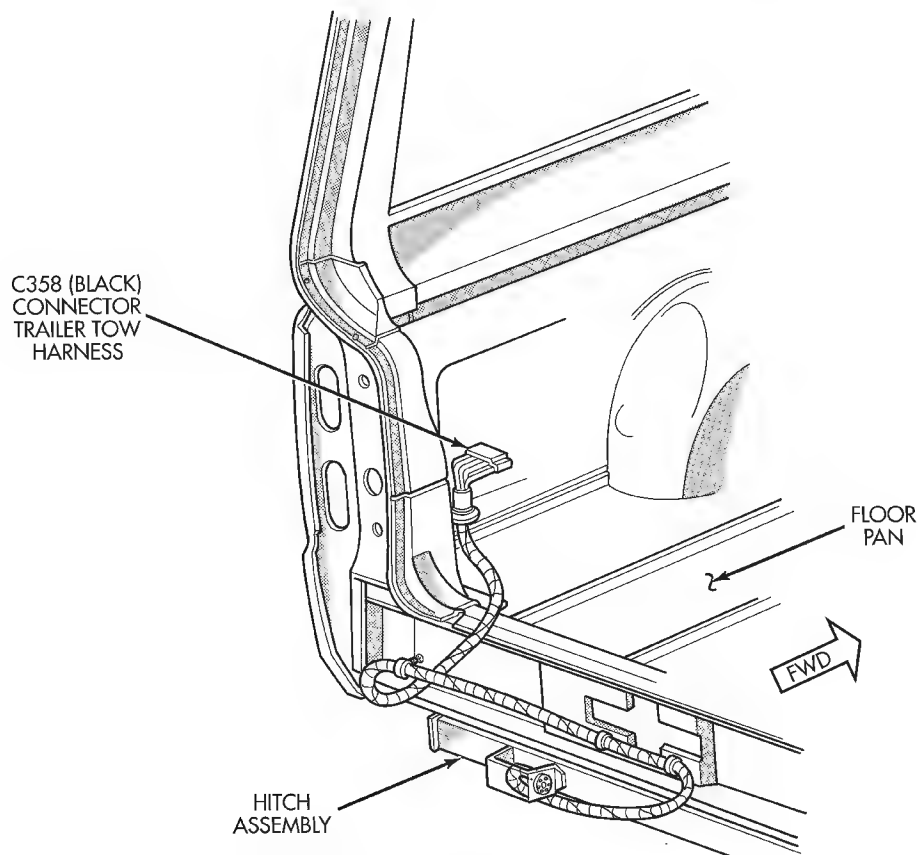
J958W-179

Fig. 14 ABS Wheel Speed Sensor Connectors

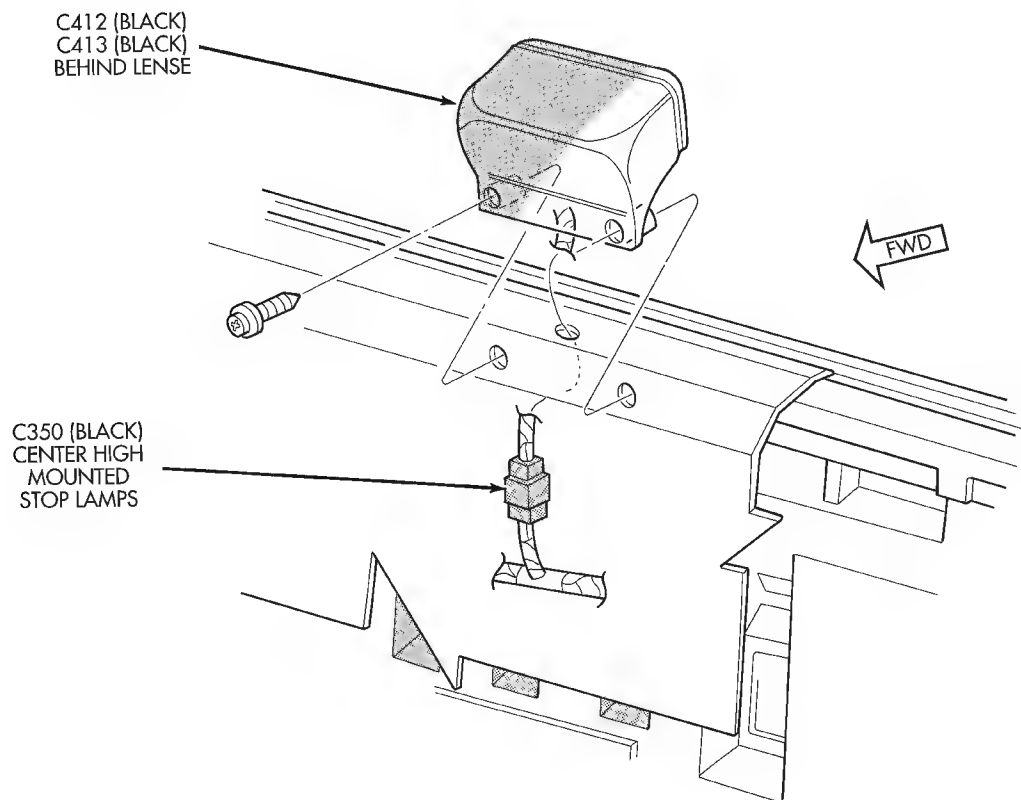


J958W-180

Fig. 15 Rear Wiring Connectors



J958W-181

Fig. 16 Trailer Tow Wiring Connector

J958W-182

Fig. 17 Center High Mounted Stop Lamps

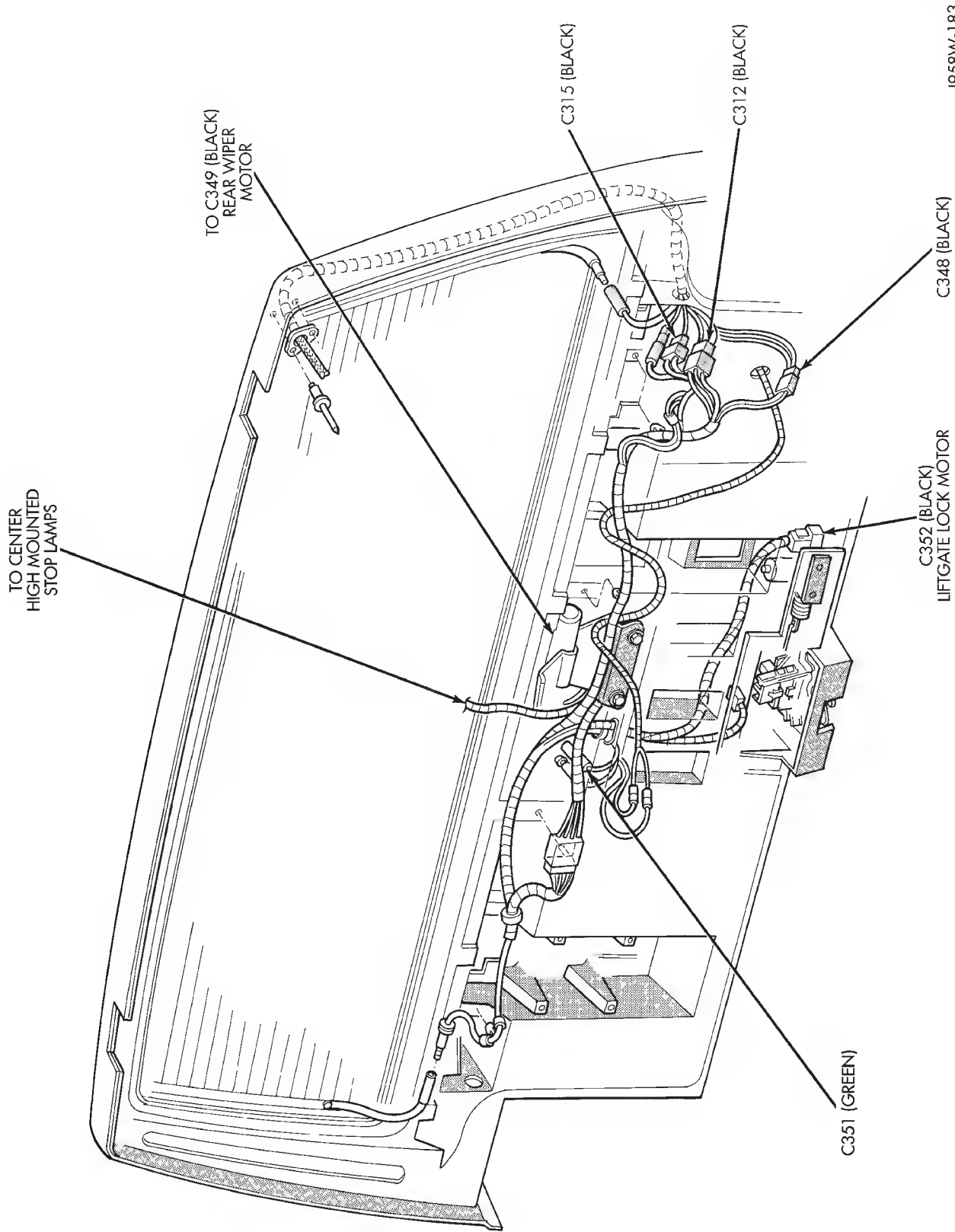
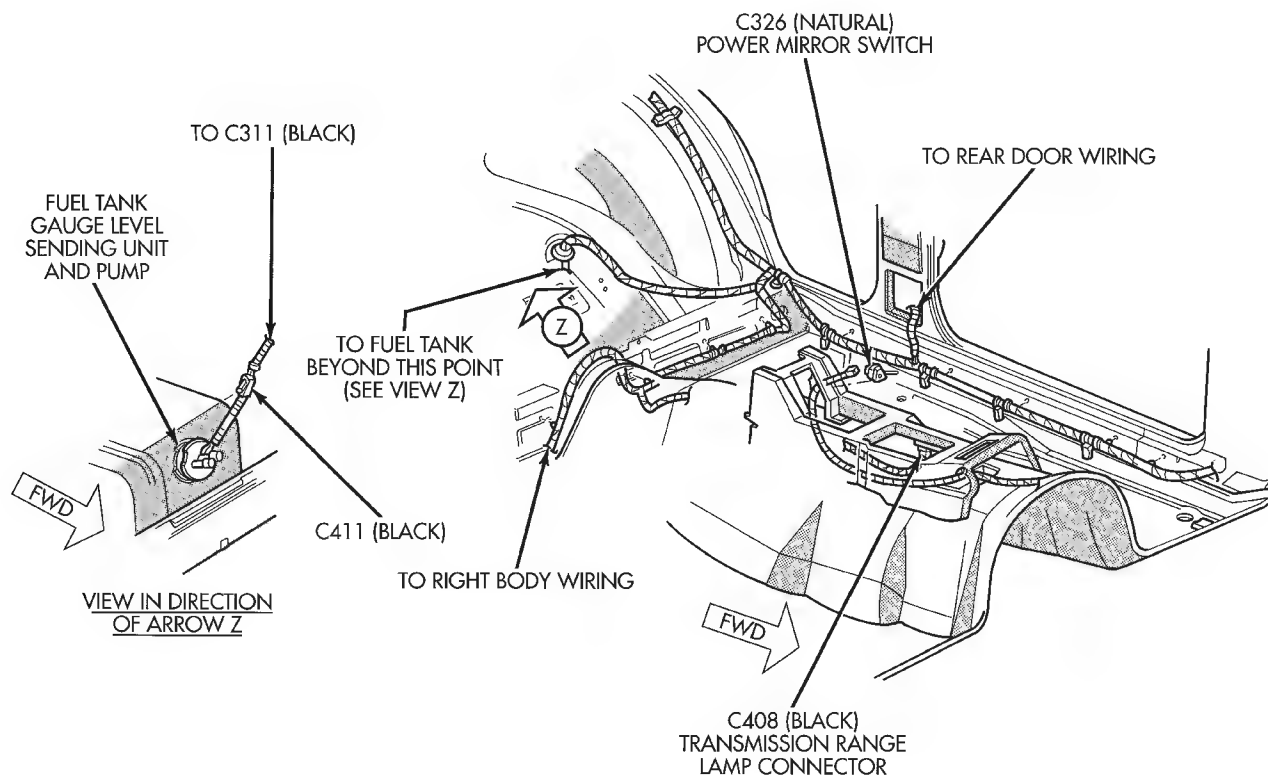
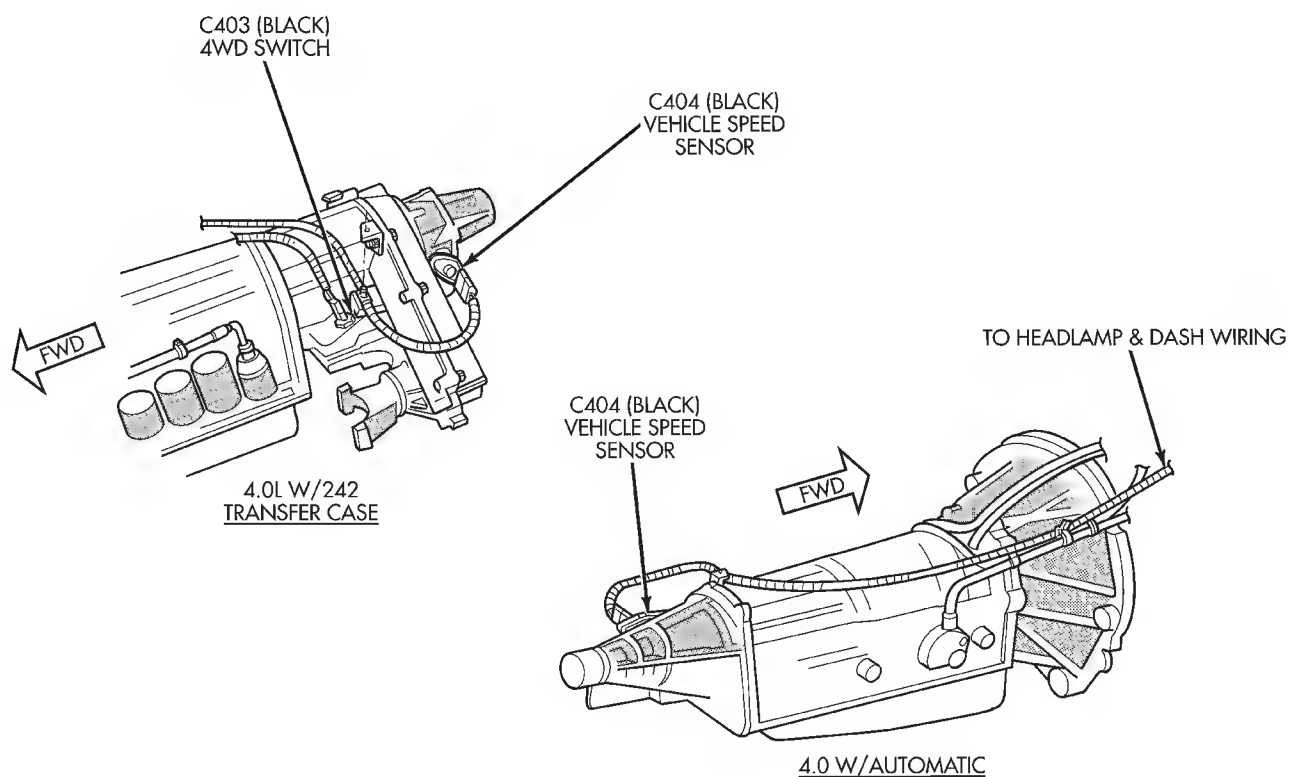


Fig. 18 Liftgate Wiring Connectors



J958W-184

Fig. 19 Floor Console Wiring Connectors

J958W-185

Fig. 20 Transmission Wiring Connectors

SPLICE LOCATIONS

GENERAL INFORMATION

This section provides illustrations identifying the general location of the splices in this vehicle. A splice

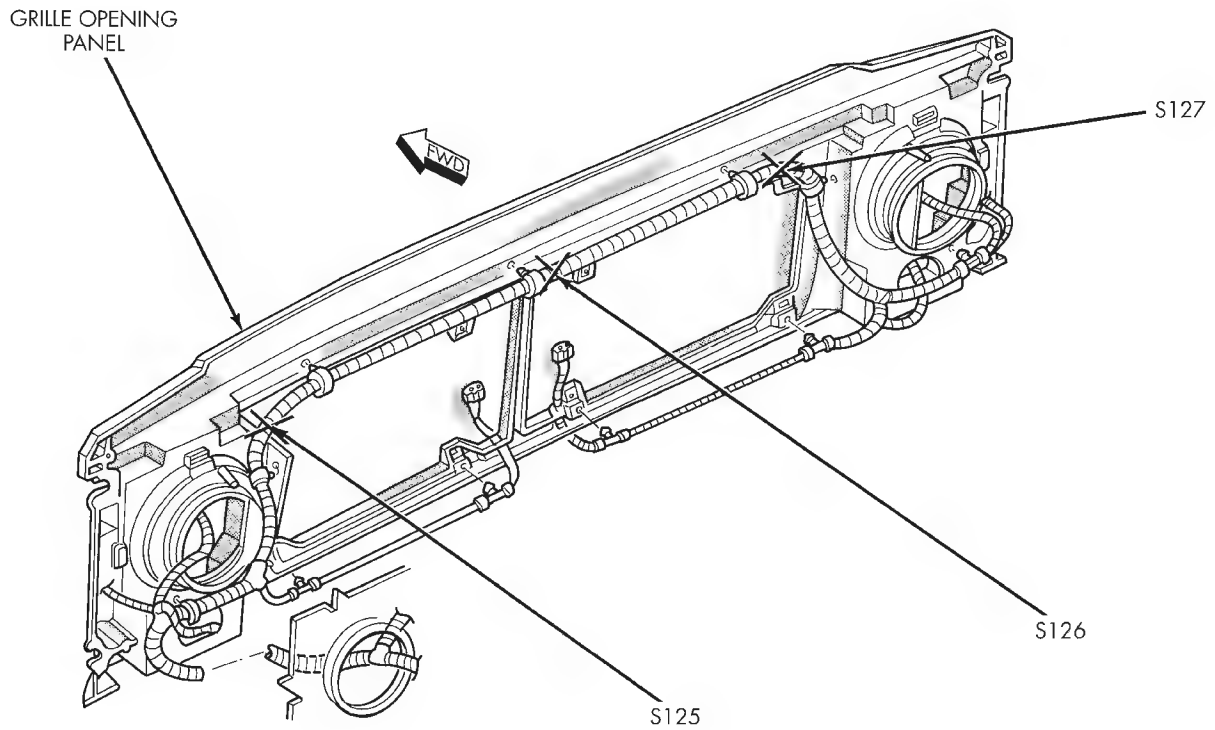
index is provided. Use the wiring diagrams in each section for splice number identification. Refer to the index for the proper splice number.

SPLICE LOCATIONS

Splice Number	Locations	Fig.
S101	In T/O for Horn and Radiator Fan Motor	2
S102	Before T/O for A/C Low Pressure Switch	2
S103	Before T/O for A/C Low Pressure Switch	2
S104	After T/O for A/C Low Pressure Switch	2
S105	After T/O for A/C Low Pressure Switch	2
S106	Before T/O for MAP Sensor	2
S107	Before T/O for MAP Sensor	2
S108	Before T/O for Injector No. 4	4
S109	Before T/O for Injector No. 6	4
S110	After T/O for MAP Sensor	2
S111	After T/O for MAP Sensor	2
S112	After T/O for Injectors	3
S113	After T/O for Injectors	3
S114	Before T/O for Brake Warning Switch	3
S115	Before T/O for Brake Warning Switch	3
S116	Before T/O for Brake Warning Switch	3
S117	In T/O for Dash Connectors, Before Grommet	3
S118	In T/O for Dash Connectors, Before Grommet	3
S119	In T/O for ABS Control Module, After Grommet	5
S120	After T/O for Underhood Lamp	3
S121	Before T/O for PDC	3
S122	Before T/O for PDC	3
S123	Before T/O for Ambient Air Temperature Sensor	3
S124	Near T/O for Ignition Coil and Generator	4
S125	After T/O for Left Fog Lamp	1
S126	Near Clip for Middle of Gille Opening	1
S127	Before T/O for Right Fog Lamp	1
S201	Before T/O for Right Door Speaker (With ABS)	6
S201	Before T/O for Right Door Speaker (Without ABS)	6
S202	Before T/O for Right Door Speaker (With ABS)	6
S202	Before T/O for Right Door Speaker (Without ABS)	6
S203	After T/O for Right Door Jamb Switch (With ABS)	6
S204	Before T/O for Stop Lamp Switch (With ABS)	6
S205	Before T/O for Stop Lamp Switch (With ABS)	6
S205	Before T/O for Stop Lamp Switch (Without ABS)	6
S206	Before T/O for Stop Lamp Switch (With ABS)	6
S206	After T/O for Heated Rear Window Switch and Fog Lamp Switch (Without ABS)	6
S207	Before T/O for Headlamp Switch (With ABS)	6
S208	In T/O for Heated Rear Window Switch and Fog Lamp Switch (With ABS)	6

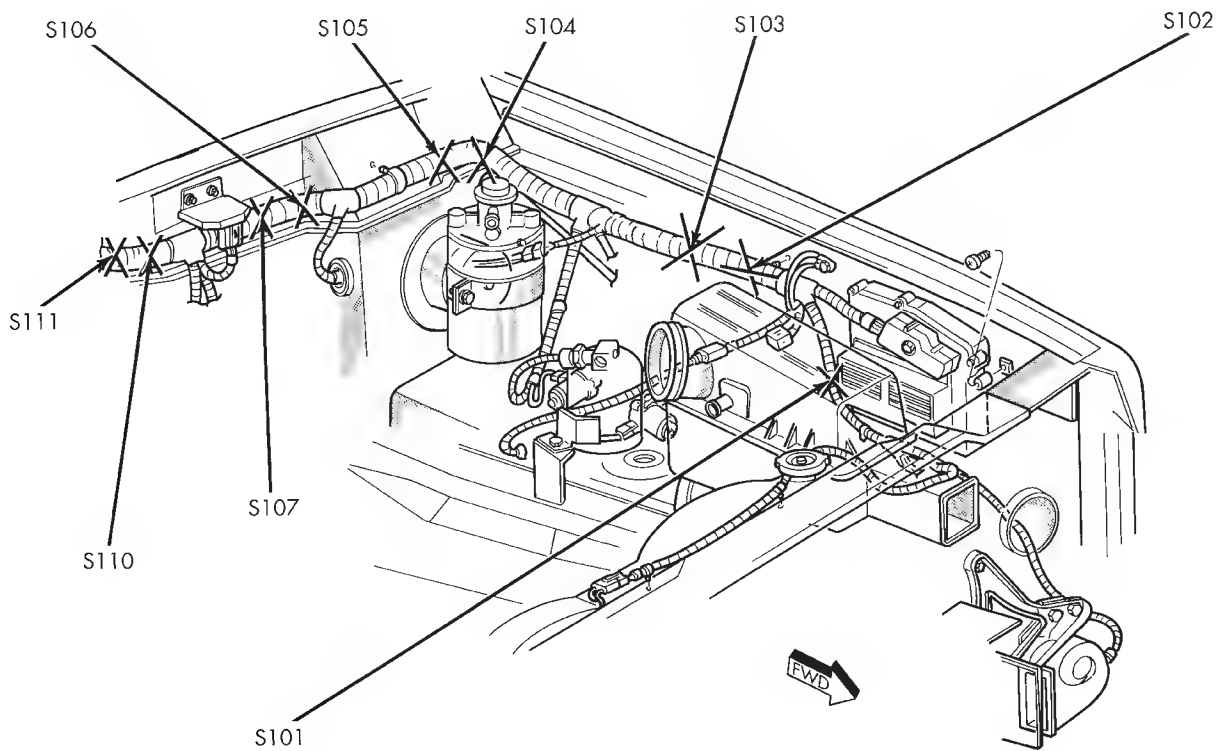
Splice Number	Locations	Fig.
S208	Before T/O for Headlamp Switch (Without ABS)	6
S209	After T/O for Heated Rear Window Switch and Fog Lamp Switch (With ABS)	6
S209	After T/O for Right Door Jamb Switch (Without ABS)	6
S210	After T/O for Heated Rear Window Switch and Fog Lamp Switch (With ABS)	6
S210	Before T/O for Headlamp Switch (Without ABS)	6
S211	After T/O for Antenna (With ABS)	6
S211	After T/O for A/C-Heater Mode Switch (Without ABS)	6
S212	In T/O for Relay Center (With ABS)	6
S212	In T/O for Relay Center (Without ABS)	6
S213	In T/O for Relay Center (With ABS)	6
S214	After T/O for Wiper Switch (With ABS)	6
S214	After T/O for A/C-Heater Mode Switch (Without ABS)	6
S215	After T/O for A/C-Heater Blower Motor Switch (With ABS)	6
S216	After T/O for A/C-Heater Mode Switch (With ABS)	6
S216	After T/O for A/C-Heater Blower Motor Switch (Without ABS)	6
S217	After T/O for A/C-Heater Mode Switch (With ABS)	6
S217	After T/O for A/C-Heater Mode Switch (Without ABS)	6
S218	After T/O for A/C-Heater Mode Switch (With ABS)	6
S218	In T/O for Relay Center (Without ABS)	6
S219	After T/O for Glove Box (With ABS)	6
S220	After T/O for A/C-Heater Mode Switch (With ABS)	6
S220	After T/O for A/C-Heater Mode Switch (Without ABS)	6
S221	After T/O for Blower Motor Resistor Block (With ABS)	6
S222	Before T/O for Stop Lamp Switch (Without ABS)	6
S223	After T/O for Heated Rear Window Switch and Fog Lamp Switch (Without ABS)	6
S224	After T/O for Glove Box (Without ABS)	6
S301	Bottom of Left Front Door Opening	9
S302	Bottom of Left Front Door Opening	9
S303	Bottom of Left Front Door Opening	9
S304	Bottom of Left Front Door Opening	9

Splice Number	Locations	Fig.	Splice Number	Locations	Fig.
S305	In T/O for Fuel Tank Module	9	S313	In Liftgate	12
S306	On Left Rear Wheel Well	9	S314	Left Rear Quarter Panel, Near Trailer Tow Harness Connector	11
S307	Before T/O for Right Rear Door Switch	9	S315	Left Rear Quarter Panel, Near Trailer Tow Harness Connector	11
S308	After T/O for Left Front Door Harness Connectors	7	S316	Behind Left Front of Roof Liner	10
S309	After T/O for Left Front Door Harness Connectors	7	S401	In Left Tail Lamp Harness	.Not Shown
S310	After T/O for Left Front Door Harness Connectors	7	S402	In Right Tail Lamp Harness	.Not Shown
S311	In T/O for Electric Mirror Switch	7	S403	In Left Tail Lamp Harness	.Not Shown
S312	After Right Front Door Grommet, Before Power Mirror T/O	8	S404	In Right Tail Lamp Harness	.Not Shown



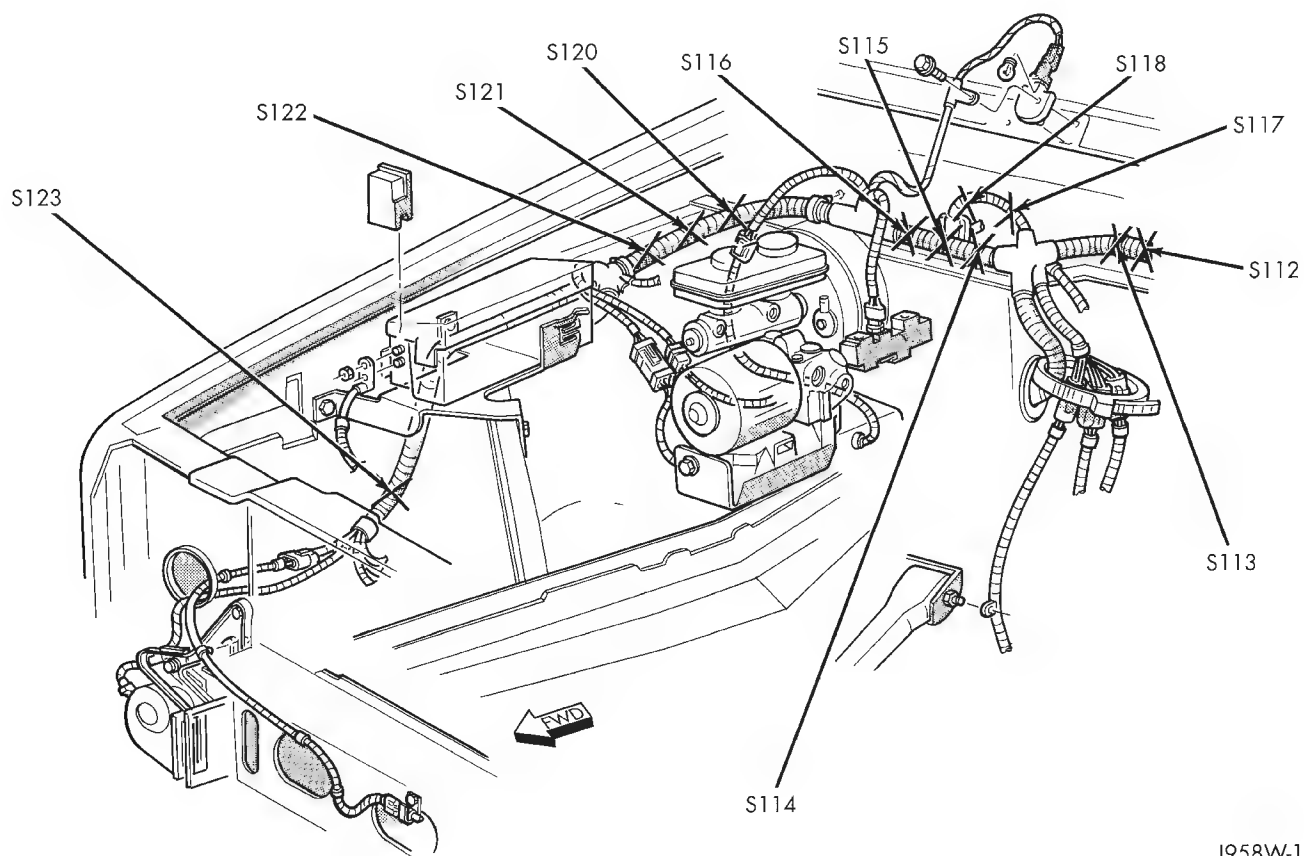
J958W-188

Fig. 1 Front End Lighting Splices XJ-RHD

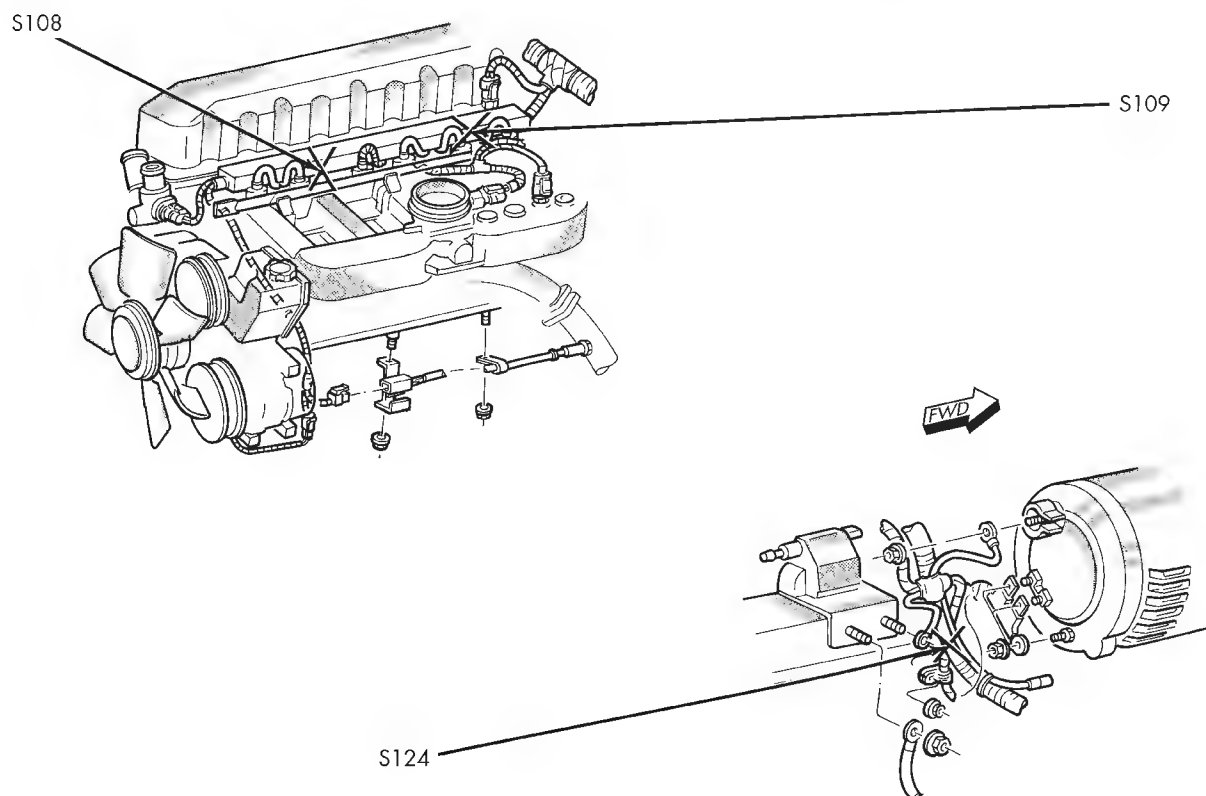


J958W-187

Fig. 2 Engine Compartment Splices, Left Side XJ-RHD

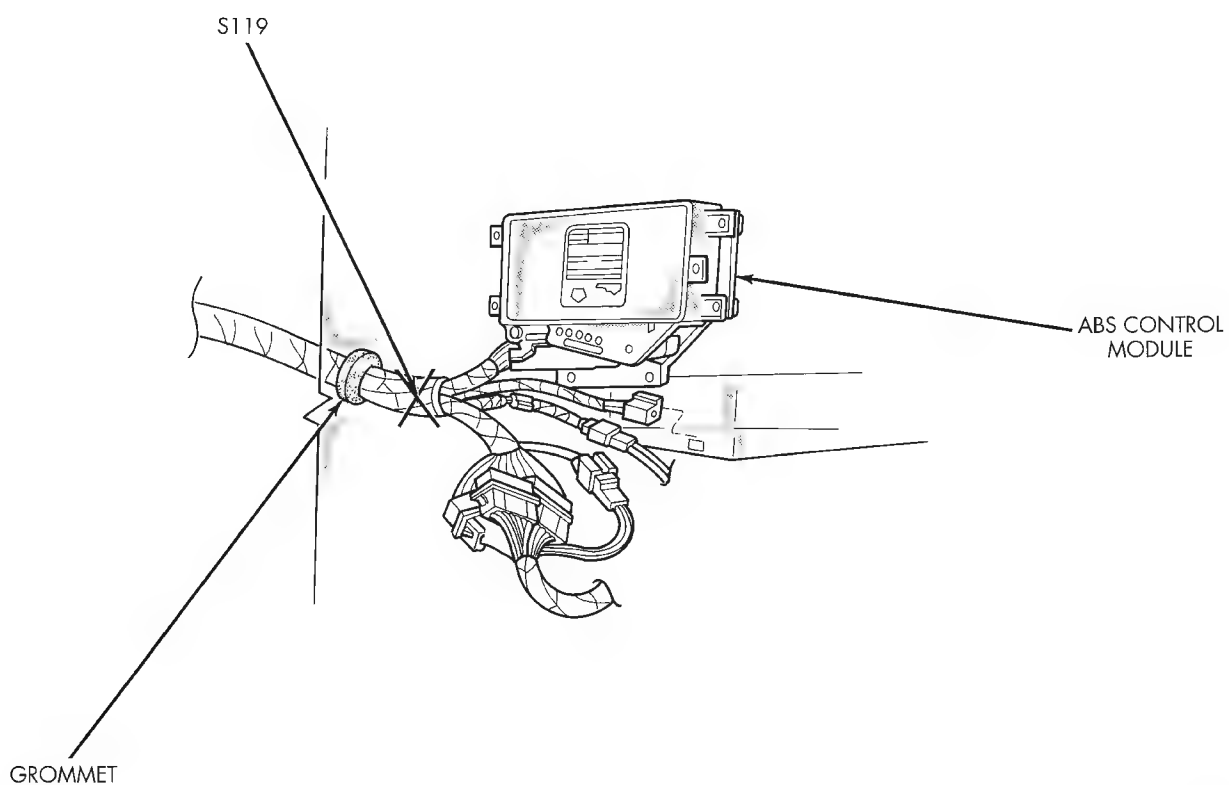


J958W-189

Fig. 3 Engine Compartment Splices, Right Side XJ-RHD

J958W-190

Fig. 4 Engine Splices XJ-RHD



J958W-191

Fig. 5 ABS Control Module XJ-RHD

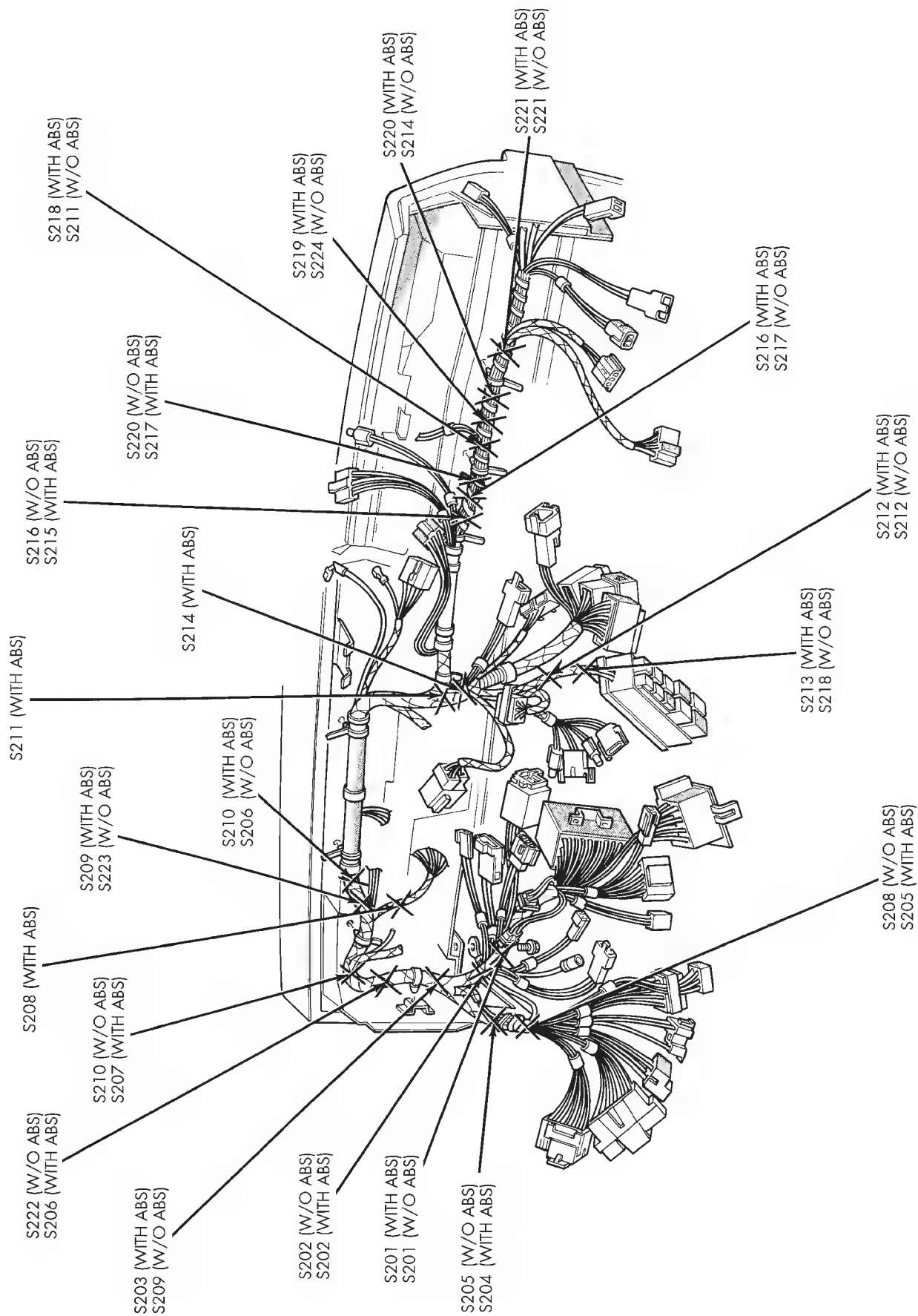
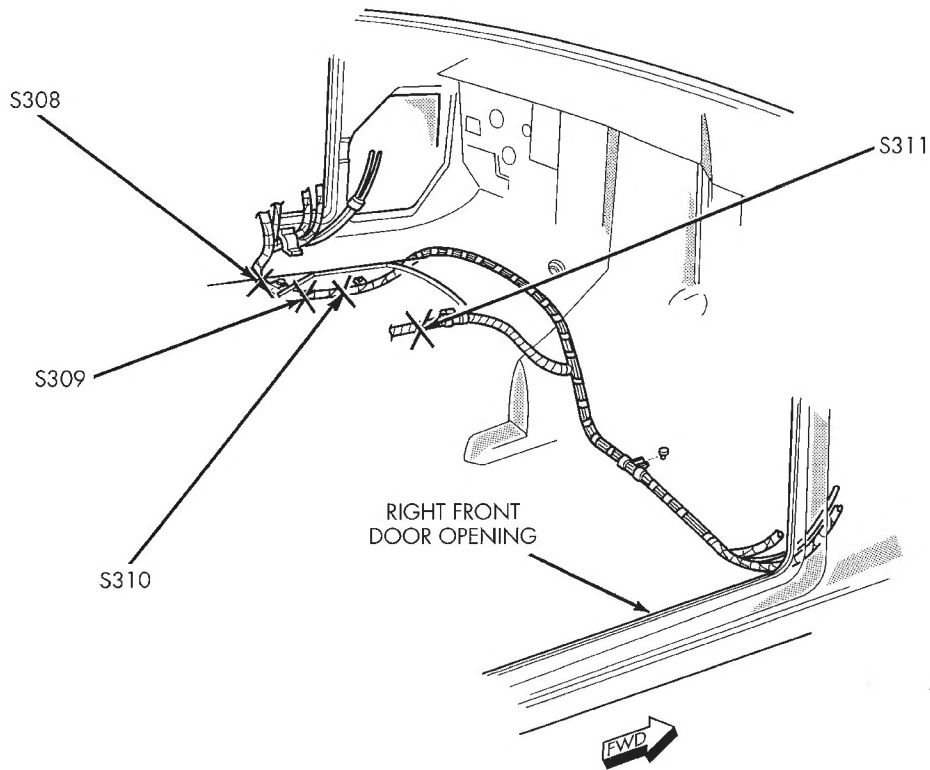
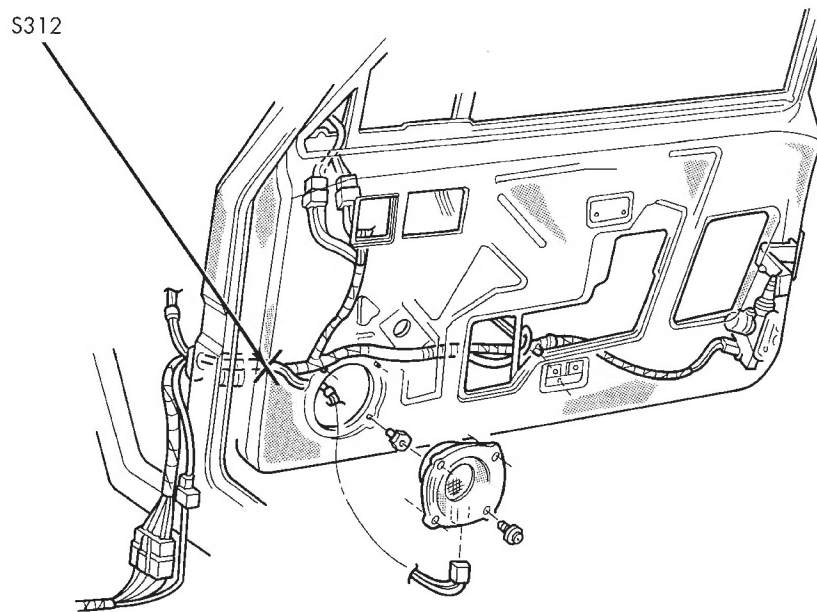


Fig. 6 Instrument Panel Splices XJ-RHD



J958W-193

Fig. 7 Crossbody Harness Splices XJ-RHD



J958W-194

Fig. 8 Right Front Door XJ-RHD

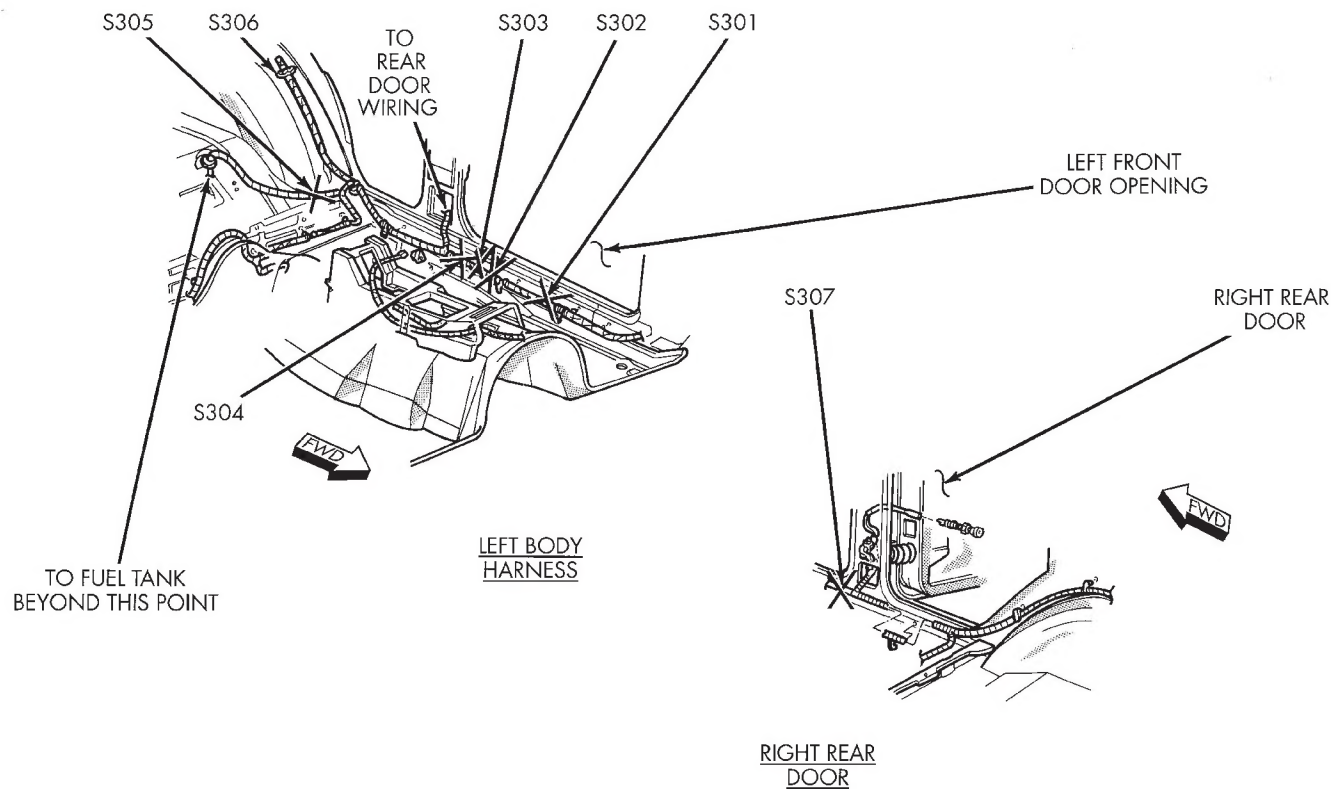


Fig. 9 Left Body Harness and Right Rear Door Splices XJ-RHD

J958W-195

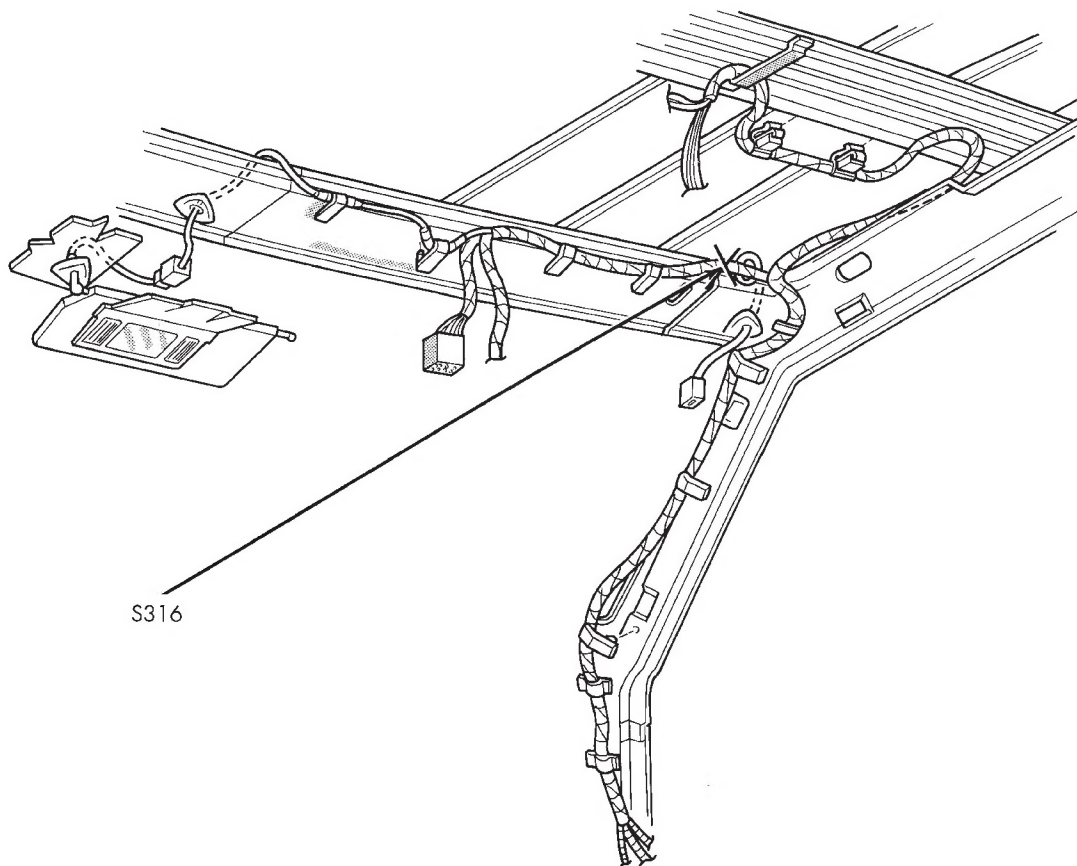
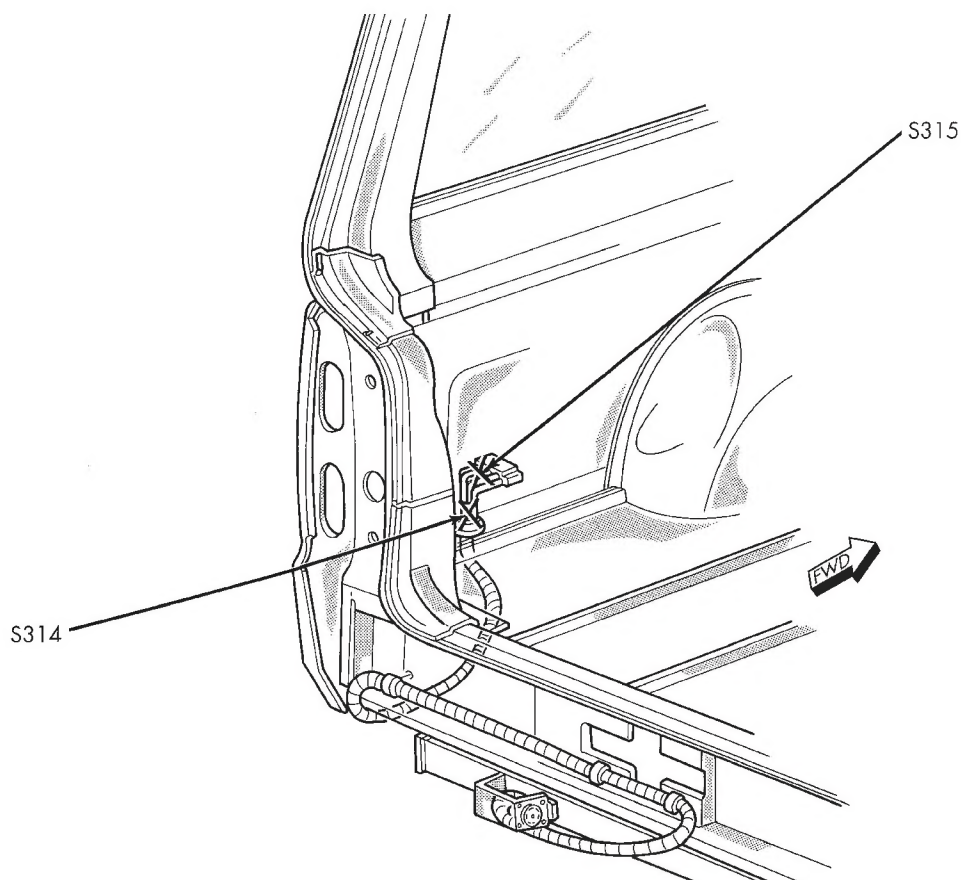


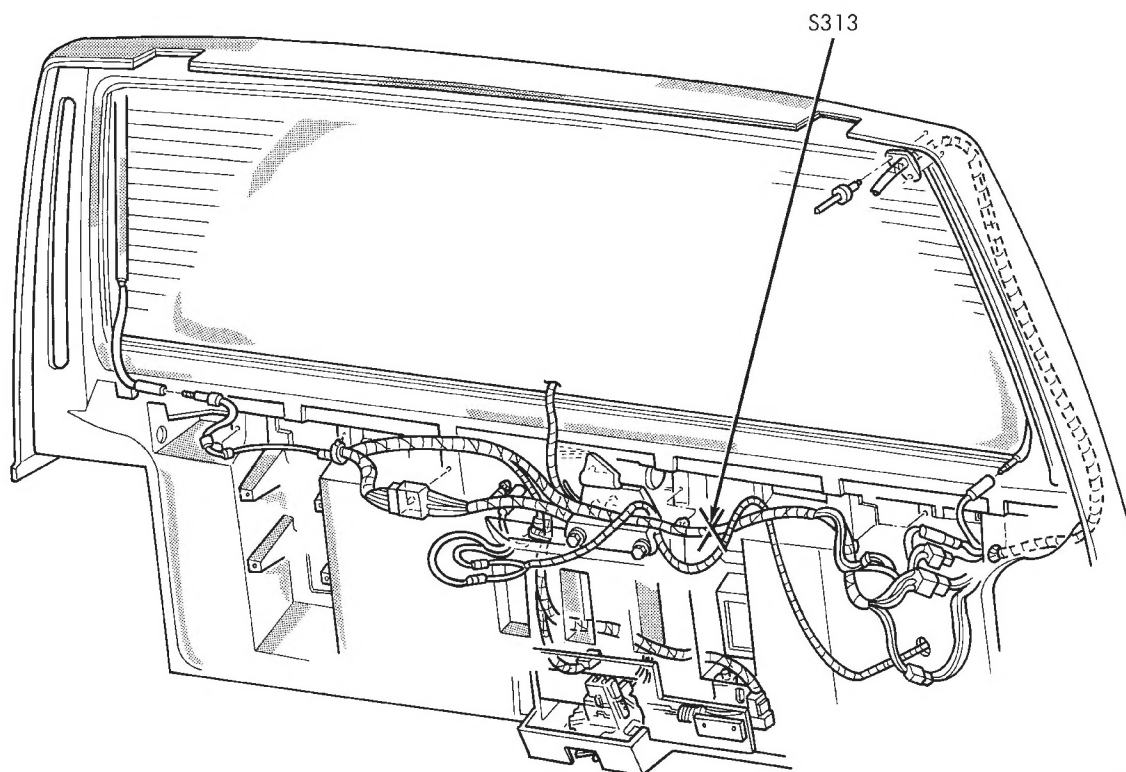
Fig. 10 Overhead Console XJ-RHD

J958W-196



J958W-197

Fig. 11 Trailer Tow Splices XJ-RHD



J958W-198

Fig. 12 Liftgate Splices XJ-RHD

